UNITED ARAB EMIRATES
THE CABINET

REGULATION
FOR
THE PROTECTION OF MARITIME ENVIRONMENT

UNITED ARAB EMIRATES
THE CABINET

REGULATION
FOR
THE PROTECTION OF MARITIME ENVIRONMENT

REGULATION FOR
THE PROTECTION OF MARITIME ENVIRONMENT

CHAPTER ONE
Definitions

Article (1):

Under this regulation and unless the text provide otherwise the following words and expressions shall have the meaning assigned to it herebelow:

State	:	The United Arab Emirates.
Law	:	The Federal Law No. 24 of the year 1999 concerning Environment Protection and Development.
Maritime Environment	:	Seawaters including its natural contents, plants, fish and other marine creatures; the air above; and all the installations or projects erected thereon whether fixed or movable and is extended up to the net economical boundaries of the state.
Marine Tools	:	Every operational or piece of tool prepared to operate within maritime environment disregard its power, load capacity or the purpose of its sailing, including vessels, skid boats, crafts operating on air beds above water, submarines, floating units, fixed or floating sea platforms or water skidding aircrafts.
Tanker	:	Any sea going vessel transporting oil or products having total load capacity of 150 ton or more.
Cargo Vessel	:	Any other marine vessel, except tankers, having total load capacity of 400 ton or more.

Oil Transporting Means	:	All that is used for hauling, transporting, pumping or discharging oil, including its pipelines.
Oil	:	All forms and products of crude oil, including any and all types of liquid hydrocarbons, grease oils, tar and other materials produced from oil, its derivatives or waste.
Oil Mixtures	:	Every water based mixture containing more than 15 parts/million of oil.
Disposal	:	Every leak, spill, emission or discharge of any type of contaminants or the disposal of the same in water, soil or air environment.
Dumping	:	A) Every deliberate disposal in marine environment of contaminants or refuse from vessels, aircrafts, docks or others. B) Every deliberate sinking in marine waters of vessels, industrial components or others.
Harmful Materials	:	All materials causing directly or indirectly damage to human health or environment, whether such materials are chemical, biological or radiant.
Sewerage Water	:	Discharge of any waste generated by toilets, water courses, drainage sinks, drainage generated by wash sinks, pipes, sumps, drainage generated from living animals or disposal of refuse of above facilities and mixed with water.
Competent Department	:	Department in-charge of registering vessels with the Ministry of Communications.
Competent Authority	:	Local competent authority in each emirate of the State.

CHAPTER TWO
Contamination caused by Vessels and Tankers

Article (2):

1. Discharge of oil or any oily mixture from marine vessels is completely restricted except in the event of availing the following conditions:

A. Oil tankers:

1. Oil Tanker must not be less than 50 nautical miles away from nearest shore.

2. Tanker should be sailing in its assigned route.

3. Linear discharge rate of oil-based material should not exceed 60 liters per each nautical mile.

4. Tanker to be provided with monitoring and control equipment for discharging oil, as well as, serviceable refuse cistern with its attachments.

5. The stipulations covered under subparagraphs, 1, 2 and 3 above are not applicable against discharge of clean ballast water, separated ballast water mixed with oils provided that oil content doesn't exceed 15 parts per million before dilution.

B. Vessels with total load equivalent to 400 tons or more other than tankers:

1. Vessel must not be less than 12 nautical miles away from shore.

2. Vessel should be sailing in its assigned route.

3. Oil contents in discharged fluid should not exceed 100 parts per million.

4. Vessel must be provided with monitoring and control device for discharging oil, oily water separation equipment and oil screening device.

2. Materials disposed in seawater should not include any chemicals or other materials endangering marine environment.

3. Oily refusals that cannot be discharged in seawater as provided for under Para A+B above should be kept on board or discharged at vessels docks facilities.

Docking Facilities

Article (3):

All cargo ports and ports designated for receiving oil tankers and dry docks should be sufficiently equipped for receiving dirty ballast water or residue water generated by washing tanks of oil tankers, liquid harmful material tankers and other cargo ships.

Ports should also be equipped with necessary equipment and containers sufficient to receive refusal, waste, oily deposits, oily mixtures and drainage water from marine vessels docked at the port.

Ports should be provided with necessary containers for receiving waste from offshore platforms.

Procedures for Protection against Contamination

Article (4):

The captain or officer in charge of the marine means should take the necessary and sufficient steps for the protection against contamination effects as follows:

1. All oil tankers of 150 tons or more load and all other vessels whose total load equals to 400 tons or more are subject to the following inspections:

   A. Initial inspection prior to operating the vessel for the first time under which a complete inspection of its hull is conducted, including its equipment, installations, machinery and materials to ensure its compatibility for sea going condition.

   B. Periodical inspections at intervals to be designated by the competent administration or the party issuing the certificate provided that such intervals are not more than five years to confirm the contents of clause A above.

2. The international certificate for the prevention of contamination by oil will be issued in accordance with the attached form (Appendix No. 1) following the completion of the inspection stated under Para (1) of this article for oil tankers and all other vessels covered under the same paragraph.

3. All oil tankers should hold civil liability certificate (CLC) against/accidents of marine contamination damages in the line with the terms of the international charter (convention) on the civil liability against contamination damages caused by oil of the year 1969 and its annexed protocol dated 1976, as amended.

   This certificate can be issued by the competent administration or the party so designated by it.

4. Inspection of the vessel and issue of the international certificate for the prevention of oil caused contamination may be conducted by the government of the country having jurisdiction over such vessel.

Reporting Oil Leakage

Article (5):

The owner of the sea vessel, its captain, or any officer in charge thereof, as well as all those in charge of oil transporting means within the ports or the territorial waters of the state; the officers in charge of the parties involved in oil production and offshore platforms must report without any delay to ports authorities, coast guard and other competent authorities every and all oil leakage immediately upon occurrence provided that such notice should include the following information in line with form (Appendix No. 2) enclosed herewith:

* Actions taken for treatment of such leak.
* Quantities and types of dispersant materials used.
* Depth(s) of concerned area.
* Possible source of leakage.
* Movement direction of oil spell.
* Leaking rate, if continued.
* Dimension of oil spell.
* Wind speed, direction and temperature.
* Sea conditions.
* Marine vessel location as per the coordinates.
* Distance between accident area and other sensitive industrial or environmental complexes.

Oil Record

Article (6):

The owner or captain of any vessel, whether national or foreign, transporting oil and entering the territorial waters of the state, should maintain on such vessel on oil record entering therein the information included under the attached form (Appendix No. 3) related to the following actions:

* Oil cargo load.
* Internal transfer of oil during sailing.
* Discharge of oil load.
* Filling oil tanks with ballast water.
* Cleaning of oil tanks.
* Discharge of contaminated ballast water.
* Disposal of waste.

Equipment Necessary for Fighting Contaminations

Article (7):

Each vessel transporting oil, entering the waters of the state hauling more than 150 tons should have a plan for fighting any oil contamination caused by the vessel itself. The plan should include the equipment necessary for immediately fighting such contamination along with the following information:

* Details of types and quantities of materials and equipment for fighting such contamination, location on ship, easy access to contamination ... etc.

* Materials and equipment necessary for respond to such contamination, including:
  * Sorbent materials.
  * Detergents.
  * Portable pumps.
  * Portable tanks.
  * Floating booms.
  * Approved oil dispersants (Appendix No. 4).

- All such materials and equipment should be in good condition and ready for immediate use.

- The method of reporting contamination incidents and the contents of such reports.

In the event of major contamination beyond the capability of the vessel to handle through its plan for fighting such contamination, the following actions should be taken:

- Report such incident immediately to the competent authorities.
- Report to the owner.
- Advise P & I club.
- Immediate request for proceeding with contamination fighting activities.

Cargo Record

Article (8):

All marine vessels holding dangerous materials should maintain a cargo record with the captain or the officer in charge of such vessel entering thereto all the activities related to such cargo as detailed in the attached form (Appendix No. 5).

Reporting Dangerous Materials

Article (9):

The captain of any marine vessel heading to any port within the state should advise the port authorities of the dangerous material on vessel, including its quantity, load, type, source of loading and the port of discharge. Further, he should furnish the port authorities with copies of the following documents and certificates:

A- An approved certificate confirming that loading of such dangerous materials was completed in the proper and safe manner and is packed as stipulated under: "International Maritime Dangerous Goods Code – IMDG Code" and that special markings were affixed to it in the proper manner that will prevent or lessen to the maximum extent possible any damage to maritime environment in the event of its accidental drop in sea waters.

B- Stowage plan of dangerous material provided that such material is easily distinguished against other cargo on subject ship.

C- The captain of the ship must enter into the "Deck Log Book" any actions related to the movement of any of the dangerous goods shipped on stowage while sailing as well as in the event of dropping any portion of the said goods into the sea showing in the said log the reasons for such act, timing and location of movement or drop. Further, the captain should immediately advise the competent authorities accordingly on arrival to any port within the state.

Harmful Material, Dangerous Waste and Contaminants

Article (10):

No discharge is allowed of any harmful liquid material, dangerous waste and contaminants resulting from washing tanks, filtering ballast water from tankers originally built or modified for holding large shipments of harmful liquids and classifying such liquids according to its dangerous effects against marine life, public health or which may cause grave damages to recreational aspects or other lawful usage of the sea as reflected under Appendix No. 6. The said materials are:

Class (A) posing gross danger.
Class (B) posing danger.

Discharge of Sewage Water Application

Article (11):

The terms of the following articles of these regulations shall reply against the following vessels:

- New vessels with total cargo load of 200 tons or more.
- New vessels of less than 200-ton cargo load and authorized for loading more than 10 persons.
- New vessels without measured total load but authorized for loading more than 10 persons.
- Existing vessels with total cargo load of 200 ton or more and more than 10 years old.

- Existing vessels with no record of total cargo load, authorized to take more than 10 persons and is more than 10 years old.

Inspections

Article (12):

Vessels subject to the terms of this regulation should observe the completion of the following inspections:

1. Preliminary inspection before the maiden operation of the vessel or before the issue for first time of the certificate included under article (13) to ensure that:

   - Subject ship is equipped with sewage water treatment unit satisfying the operations requirements, or

   - If the vessel is equipped with sewage water crushing and purification equipment, or

   - If the vessel is equipped with compiling tank of sufficient capacity to hold all sewage waste and taking into account the vessel operation and number of personnel on board.

   - Subject vessel is equipped with pipelines network extending outside hull and suitable for discharging sewage water into receptacle facilities of the ports.

2. The competent administration will set forth suitable arrangements for vessels not subject to the terms of Para (1) of this article for the purpose of confirming the execution of required conditions.

Issue of Certificate and Validity

Article (13):

- The International Certificate for the Prevention of Contamination by Sewage Water will be issued in line with the format reflected under Appendix No. (7) enclosed herewith but after conducting

the inspection stated under article (12) of this regulation as follows:

1. Either by the competent administration or the so designated party by said administration provided always that said administration will be fully responsible against this certificate.

2. The government of state which controls the vessel may conduct said inspection and issue related certificate.

    - Upon issue of the International Certificate for the Prevention of Contamination by Sewage water the competent administration or the party giving such certificate will specify its validity duration.

Discharge of Sewage Water

Article (14):

Discharge of sewage water is not allowed in seas except in the following conditions:

- If such discharge is made after crushing and treating waste by way of recognized device approved by the competent administration and disposal is effected not less than four nautical miles from nearest shore.

- If such discharge is made without crushing and treatment of wastewater at distance greater than 12 nautical miles from nearest shore.

Provided however, in each case, that sewage water is stored in sewage tank and not discharged in whole but gradually at reasonable rate while the vessel is sailing in its normal route at speed not less than 4 knots.

Chapter Three
Contamination by Offshore Platforms
Contingency Plan

Article (15):

No articles may be commenced on offshore platforms before taking the following arrangements:

- Preparation of an emergency plan for encountering any incident that may arise due to special operations related to exploring and exploiting seabed which may cause any contamination to sea water.

- Obtain approval to such plan from the competent authority after assuring that such plan is compatible with other national emergency plans for application in contingencies.

- The person in charge of the management of subject platform will take its arrangements for securing no faulty incidents in its operations which may give rise to sea water contamination, as well as, to immediately report such incidents to ports authorities, coast guard and other competent authorities as indicated under article (5) of this regulation (reporting).

- Availability on such platforms to operators at all times serviceable operational equipment and machinery for minimizing contamination risks and facilitating immediate respond to encounter any such unforeseen contamination incidents.

Discharge

Article (16):

- No release of any discharge from the machine room of the offshore platform to sea waters should be allowed if its oil contents exceed 15 parts per million before diluting the same.

- No release of any other discharge from the offshore to seawaters, except drilling waste, if its undiluted oil content exceeds 40 parts per million on average in any calendar month but, in all events, exceeding 100 parts per million.

- Oil waste discharge points under seawater should be at sufficient depth as and when necessary.

- All necessary precautions should be taken for decreasing oil leakage into sea from any oil or gas compiled or burned during oil well testing.

Chemical Materials on Offshore Platform

Article (17):

- The operator of any offshore platform should prepare plan for using chemical materials and approve the same from the competent authorities. In the event the operator needs to use at any time chemical materials beyond the scope of its approved plan which may leak into the sea waters, the operator should then report such use to the competent authority.

- No oil based drilling fluids should be allowed in drilling operations except with prior approval by the competent authority. If such liquids are used, small drilling cuttings should be effectively treated in order to lessen its oil content before being properly disposed off.

- No oil based drilling fluids may be discharged into sea.

Solid Waste

Article (18):

1. None of the following materials may be discharged into sea:
   A. All plastic materials, including but not limited to, synthetic ropes, synthetic fishing nets and garbage plastic bags.

B. All other kinds of garbage including paper products, ceramics, glass and bottles, wooden beams, lining and packing materials.

2. Food leftovers should be discharged into sea as far as possible from land but not in any event less than 12 nautical miles from the nearest shore.

DRAINAGE

Article (19):

No drainage water may be allowed into the seawater from any offshore platform permanently manned by ten persons or more unless:

- It is crushed and treated by using any system approved by the competent authority, and discharged at distance exceeding four nautical miles from the nearest shore, or

- It is discharged at distance exceeding 12 nautical miles from the nearest shore if not crushed or treated, or

- It is routed through treatment unit approved by the competent authority.

Removal of remaining parts of offshore platforms and their attachments

Article (20):

Upon the termination of use of any offshore platform, the operator should take the following actions:

- Washing and removing remaining contaminants from the pipelines.
- Bury pipeline or remove part thereof and bury remaining parts in order to eliminate any possible danger that may impede navigation or fishing.
- Offshore platforms and structures must be removed in whole or in part for the purpose of safekeeping navigation and fishing interests.

Chapter Four

Contamination by Land Sources

Article (21):

Industrial installations authorized for discharging degradable contaminants must treat the same without exceeding the allowable limits stated under Appendix No. (8).

Article (22):

No industrial installation is allowed to discharge or dispose of any non-degradable contaminants as stated under Appendix No. (9).

Chapter Five
Concluding Terms

Article (23)

All environmental monitoring networks should advise the authority, competent authorities and concerned parties of any violation to the allowable limits of marine contaminants as stated under Appendix No.(8), and to observe, as well, forwarding periodical reports on the results of its activities.

Article (24):

This regulation is an integral part of the by-laws of Federal Law No. 24 for the year 1999 concerning the Environment Protection and Development. The employees of the Authority and competent authorities are empowered to act as legal commissioners and entitled to hold any violations to the terms of this regulation and refer such violations in accordance with the prevailing acts operating in the State to competent courts for enforcing the punishments stipulated upon by the laws.

APPENDIX No. (1)
Certificate Form

International Certificate for the Prevention of Contamination by Oil

Governmental Department _____
Full name of country _____
By _____

Name of Vessel	Distinguished Number or Letter	Port of Registration	Total Load

Vessel Type:
Oil Tankers, including various tankers
Asphalt tankers
Vessels other than the above oil tankers provided with cargo tank.
Vessels other than the above.
New/existing vessels

Date built or date of radical changes contract: ----------

Date of establishing beam or date of ship building approach to similar construction stage or date of commencing radical changes. ----------

Date delivered or completion of radical changes. ----------

PART (A) ALL VESSELS

Vessels will be furnished with the following:

Vessels having gross load of 400 tons and more:

a. Separator for water contaminated with oil (capable of producing liquid containing not more than 100 parts of oil per million), or

b. Oil refining regulator (capable of producing waste containing not more than 1000 parts of oil per million).

Vessels having gross load of 10,000 tons and more

c. Regulator for monitoring and controlling oil discharge (in addition to the item mentioned under "a" or "b" above) or

d. Separator for water contaminated with oil and filtering regulator (capable of producing waste containing not more than 100 parts of oil per million) as replacement to "a" or "b" above.

Remarks:

.....

.....

.....

.....

.....

.....

PART (B) OIL TANKERS

Gross Load _____ metric ton
Vessel length _____ meters

Tank	Quantity	Tank	Quantity

We, the undersigned, hereby testify as follows:
Inspection of subject vessel was completed and revealed that the hull, structure, machinery, fixtures, tools and raw materials related to the subject vessel and found technically and from all aspects satisfactory and the vessel meets enforceable conditions.

This certificate is valid till ..... and subject for periodical ecological inspections every ..... issued on __/__/200 _

Place of Issue .....

Signature of issuing certificate .....
(normal seal or waxed seal from the issuing party, as appropriate).

Attestation of existing vessels:
We hereby certify that this vessel was equipped to meet the requirements of preventing contamination by vessels:

Signature: .....
Delegated Signatory

Place of Issue .....
Date of attestation .....
(official seal)

Environmental (Periodical) Inspection

We, the undersigned, hereby certify that the periodical inspection revealed that the subject vessel and its technical status conform with the requirements for prevention of contamination.

Signature.....
(Delegated Signatory)

Place of Issue .....
Date of attestation .....
(Official seal)

This certificate is valid till .....

Signature .....
(Delegated Signatory)

Place of Issue .....
Date of attestation .....
(Official seal)

APPENDIX No. (2)
Reporting Oil Contamination (Oil Spill) Form

Required Information

Place of Accident:.....

Proximity of accident place to sensitive industrial

or ecological installations : _____

Type of Spilled Oil : _____

Quantity Spilled : _____

Depth of accident area : _____

Causes of Spilling Incident : _____

Probable cause of Spill : _____

Depth of accident area : _____

Dimensions of oil spill : _____

Bearing of oil spill : _____

Arrangements taken for treatment of spill : _____

Quantity and type of used dispersants : _____

Other information : _____

Conditions of the sea : _____

Wind speed : _____

Wind direction : _____

Temperature : _____

APPENDIX No. (3)
OIL RECORD FORM
1- Oil Tankers

Name of Vessels: ----------

Vessel's gross capacity of cargo in cubic meter: ----------

Voyage: beginning From: ---------- **Date:** ----------

To: ---------- **Date:** ----------

A) Charging Oil Load

1. Place and date of load			
2. Types of Oil Cargo			
3. Codes of loaded tank or tanks			
4. Locking valves of used cargo tanks and valves of locking pipelines used after completion of loading			

The undersigned here below certify that in addition and over the foregoing seawater valves, disposal ports on the sides, load tanks connections, pipelines and connections linking each other were properly locked upon completion of loading the oil cargo.

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

This part shall be completed for all oil tankers including its various vessels and asphalt tankers. As for ships, other than oil tankers, specifically designed and used for oil shipments having gross cargo capacity of 200 cubic meters and more, only applicable entries shall be completed.

B) Internal transfer of oil shipment while sailing;

5. Date of internal transfer:			
6. Code of tank or tanks	1 2	From To	
7. Were the contents of tank or tanks under 6(1) discharged?			

The undersigned here below certify that in addition and over the foregoing seawater valves, disposal ports on the sides, load tanks connections, pipelines and connections linking each other were properly closed upon completion of loading the oil cargo.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

C) Discharging Oil Shipment

8. Place and Date of Charging			
9. Codes of tank/tanks discharged			
10. Were the tank or tanks completely discharged?			
11. Were the valves of the used tanks of shipment and locking valves of used pipelines opened prior to discharge.			
12. Were the valves of the used tanks of shipment and locking valves of used pipelines locked after completion of discharge?			

The undersigned here below certify that in addition and over the foregoing seawater valves, disposal ports on the sides, load tanks connections, pipelines and connections linking each other were properly closed upon completion of loading the oil cargo.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

D) Charging ballast water to shipment tanks

13. Code of tank or tanks filled with ballast water			
14. Date and location of ship at the beginning of adding ballast water.			
15. If the valves connecting shipment pipelines with separate ballast water pipelines were used, then enter time, date and place of ship against (A) opening (B) closing valves.			

The undersigned here below certify that in addition and over the foregoing seawater valves, disposal ports on the sides, load tanks connections, pipelines and connections linking each other were properly closed upon completion of loading the ballast cargo.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

E) Cleaning shipment tanks

16. Code of tank or tanks cleaned			
17. Date cleaned and time consumed			
18. Cleaning Methods *			

(*) Manual cleaning with hose, machine wash with or without using chemical detergents. If chemicals used, please enter the name and quantity of chemicals used.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

F) Discharge of contaminant ballast:

19. Code of tank or tanks
20- Date and ship location at time of discharge.
21- Date and ship location when discharge was completed.
22- Ship speed or speeds during discharge.
23- Quantity discharge into sea.
24- Quantity of contaminated water transferred to waste tank or tanks (code of waste tank or tanks).
25- Date of discharge and the port used for discharging the same in receiving facilities at shore (enter as applicable).
26-Were discharge made during night, if so then enter its duration.
27- Were the discharged liquid and the water level in the vicinity under regular control?.
28 Were any oil stains visible at the vicinity of discharge?.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

G). Disposal of Waste:

29. Code of tank or tanks			
30. Quantity discharged from each tank			
31. Method used for disposing waste: A. Waste Receiving facilities. B. Mixed with shipment. C. Transferred to other tank or tanks. (enter its/their codes).			
32 .Date and port of disposing waste.			

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

H) Discharge of clean ballast from shipment tanks.

33.	Date and location of ship when discharging clean ballast.			
34.	Code of discharged tank or tanks.			
35.	Were the tank or tanks completely discharged.			
36.	Mention the location of ship upon completion if different than the entry made under 33.			
37.	Were any discharge made during night, if so then enter its duration.			
38.	Were the discharged liquid and the water level in the vicinity under regular control?			
39.	Were any oil stains visible at the vicinity of discharge?			

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

I) Did the operation of monitoring and controlling regulator governing the discharge of oil stop at any given time of discharging oil off the ship? If so, give the time, date of interruption, time and date of repairs, confirm that such interruption was due to failure of equipment, including causes if known.

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

J) Discharge of oil contaminated "Sartina" water accumulating in the space between machineries during mooring at port.

40. Port			
41. Mooring duration at port			
42. Quantity discharged.			
43. Date and location of discharge			
44. Method of discharge (mention if oil separator was used)			

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

K) Discharge of exceptional and unintended oils

45. Date and time of incident			
46. Place or location of ship at time of incident.			
47. Estimated quantity or type of oil.			
48. Conditions at time of discharge or leak plus other information.			

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

2- Ships Other Than Oil Tankers

Name of Vessels: ----------

Operations: From ---------- (Date) To ---------- (Date)

A. Filling ballast water in fuel tanks or cleaning them.

1. Code of tank or tanks filled with ballast.
2. Whether such tanks were washed after last filled with oil and if not then mention the type of oil of last shipment.
3. Date and location of ship when washing commenced.
4. Date and location of ship at the beginning of filling ballast.

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

B) Discharge of contaminated ballast or cleaning water from the tanks included under part A.

5. Code of tank or tanks.			
6. Date and location of ship at the beginning of discharge.			
7. Date and location of ship at the completion of discharge.			
8. Ship speed or speeds during discharge.			
9. Methods of discharge (mention if discharge done in waste receiving facilities or through special installed equipment)			
10. Quantity discharged			

Date entered: ----------

Officer in Charge: ----------

Captain: ----------

C) Disposal of Waste

11. Quantity of waste retained on ship			
12. Method of disposal of waste: A. Waste receiving facilities. B. Mixed with fuel at supply C. transferred to other tank or tanks D. Other means (give its name)			
13. Date of disposal of waste and related port			

Date entered: _____
Officer in Charge: _____
Captain: _____

D) Discharge of oil contaminated "Sertina" Water accumulated in the space between machineries during

14. Port			
15. Mooring duration at port			
16. Quantity discharged.			
17. Date and location of discharge.			
18. Method of discharge: A. Through oil separator of contaminated water B. Through oil filtering regulator C. Through oil separator and oil filtering of contaminated water D. To waste receiving facilities.			

Date entered: _____
Officer in Charge: _____
Captain: _____

E) Deliberate or incidental discharge of oil

19. Date and location of incident.			
20. Place or location of ship during incident.			
21. Estimated quantity and type of oil.			
22. Conditions at time of discharge or leak plus other information.			

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

F) Was the operation of monitoring and controlling regulator governing the discharge of oil interrupted at any given time of discharging oil off ship? If so, give the time, date of interruption, time and date of repairs, confirm that such interruption was due to failure of equipment, including causes if known.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

G. Additional operational procedures (rules) and general information.

Date entered: ----------
Officer in Charge: ----------
Captain: ----------

APPENDIX No. 4
LIST OF DISPERSANTS THAT MAY BE USED FOR FIGHTING OIL CONTAMINATION

- COREXIT	9500
- COREXIT	9527
- DASIC SLICKGONE	NS
- DISPOLENE	36 S
- DISPOLENE	38 S
- FINASOL	OSR 52
- GAMLEN OD 4000	PE998
- INIPOL	IP 80
- INIPOL	IP 90
- INIPOL	IPS

Other dispersants may be added if approved by two of the following agencies at present:

CEDRE	FRANCE
EPA	USA
MAF	BRITAIN

Or any other specialized organizations in the Gulf Area (Regional Organization for the Protection of Marine Environment - PORME-).

APPENDIX No. (5)

Shipment Record for Vessels Carrying Harmful Liquid Material

Name of Vessels: ----------

Cargo capacity for each tank in cubic meters: ----------

Voyage from: ---------- to: ----------

A. Cargo Shipments.

1. Date and place of shipment
2. Name and type of shipment/shipments
3. Special markings of tank or filled tank.

B. Transfer of shipment

4. Date transferred
5. Tanks markings
   (1) from
   (2) to
6. Where the tanks mentioned under 5(1) completely discharge
7. If not, what is the volume of the remaining cargo.

C) Discharge of Cargo

8. Date and place of discharge
9. Markings of discharged tanks.
10. Where the tanks completely discharged.
11. If not, what is the volume of quantity remaining in such tank or tanks.
12. Will the tanks be cleaned?
13. Quantity transferred to waste tank.
14. Markings of waste tank

D) Filling Cargo tanks with ballast

15. Markings of tanks filled with ballast
16. Date and place of ship at the beginning of filling ballast.

Captain's Signature .....

E) Cleaning Cargo Tanks

Materials of Class (A)

17. Marking of cleaned tank or tanks.
18. Date and place of cleaning operations.
19. Method or methods of cleaning
20 Location of used and receiving facilities.
21. Concentration of residue upon completion of discharge in receiving facilities.
22. Quantity remaining in tank.
23. Method and quantity of water entered into tank during final cleaning.
24. Place and date of discharge into water.
25. Method and equipment used during discharge into sea.

Materials of Class (B)

26. Cleaning steps adopted.
27. Quantity of water used.
28. Date and place of discharge into sea.
29. Method and equipment used during discharge into sea.

F) Transfer of dirty ballast water

30. Marking of tank.
31. Date and location of ship at the beginning of discharge into sea.
32. Date and location of ship upon completion of discharge into sea.

33. Speed or speeds of ship during discharge.
34. Quantity discharged into sea.
35. Quantity of contaminated water transferred to waste tank (marking of waste tank)
36. Port of discharge in shore receiving facilities (if applicable) and date of discharge.

G) Transfer from waste tanks for disposal of sediments

37. Marking of waste tank or tanks.
38. Quantity disposed from each tank.
39. Method of disposal of sediments.
    A. Receiving facilities
    B. Mixed with cargo.
    C. Transferred to other tanks (specify such tanks)
    D. Other methods.
40. Date of disposal of sediments and name of port effected.

H) Incidental discharge or any other exceptional discharge

41. Date and time of incident.
42. Place or location of ship when incident occurred.
43. Estimated discharged quantity, name and type of material.
44. Discharge or leak conditions and other information.

Captain's Signature .....

APPENDIX No. (6)
Harmful Liquid Materials and Cleaning Wastes

Class (A)

No material of class (A) included under Article (10) may be discharged in the sea, nor any ballast, tank wasting water or other waste and mixtures containing such material. In the event of cleaning tanks containing such materials or mixtures then all residue liquids resulting from such activity will be discharged in receiving facilities availed for such purpose. Cleaning should continue until such material concentration in the said discharged water in the subject facilities becomes equal or less than the free concentration remaining and allowed as indicated under column No. 3 of the next schedule until the tank is empty. If remaining material in tanks is diluted by adding water equal to but not less than 5% of the gross capacity of the tank, it may then be discharged into sea subject to meeting all the following conditions:

A. The ship should be sailing in its route at speed not less than 7 knots if self propelled or not less than 4 knots when towed.

B. Discharge should be carried over at least 12 nautical miles away from nearest shore in depths not less than 2 meter.

C. Discharge be carried over at least 12 nautical miles away form the nearest shore in depths not less than 25 meter.

Class (B)

No any material of class (B) included under Article (10) may be discharged in the sea nor any ballast, tank washing waters or other

waste or mixtures containing such material except after meeting all of the following conditions:

A. Tank washing should be carried out after discharging cargo-using water not less than 0.5% of the total capacity of tank and residuals are discharged in receiving facilities until tank is fully discharged.

B. The ship is sailing in its route at speed not less than 7 knots if self propelled or not less than 4 knots if towed.

C. Discharge be carried over under waterline taking into account intake ports of seawater.

D. Discharge be carried over at least 12 nautical miles from the nearest shore and at depth not less than 25 meters.

SCHEDULE
OF HARMFUL LIQUID MATERIAL IN LARGE QUANTITIES

Material	UN Number	Contamination Class of discharged material during operation	Free remaining concentration % by weight
	1	2	(3) within Gulf area
Acetone Cyanohydrins	1541	A	0.05
Acrolyn	1092	A	0.05
Acrylonitril	1093	B	
Sub-agents		B	
Ethyl alcohol	1098	B	
Water based ammonia suspension 28%	1005	B	
Benzene chloride	1738	B	
Aidehyde powder (n)	1129	B	
Biotetric Acid		B	
Camphor oil	1130	B	
Carbon dioxide	1131	A	0.05
Carbon tetrachloride	1846	B	
Parachlore Toluine	1888	B	
Chloroform		B	
Parachlore toluene	1334	A	0.05
Creosote	2076	A	0.05
Creosol	2022	A	0.05
Cresolic Acid	1143	B	
Croton Aidhyde	1591	A	0.05
Dischloro benzene	1919	B	
Dischloroethylether	2047	B	

Bichloroliydrin	2023	B	
Ethyldichloride	1184	B	
Ethyl disbrormin	1605	B	
2 Ethyl 3 bromil		B	
Hydrofluoric acid (40% solution)	1790	B	
Chloride methylene	1593	B	
2 methyl 5 Ethyl biriren		B	
Monochloro benzene	1134	B	0.05
Naphthalene (melted)	1334	A	
Pentachloroethyn	1669	B	
Perochloroethylin (Nitrochloro ethylin)	1897	B	
Phenol	1681	B	
Phosphor (origin)	1338	A	0.05
Pyridine	1282	B	
Pintachloropheno Sodium (solution)		A	0.05
Tetraethyl, Lead	1649	A	0.05
Tetraethyl, Lead	1649	A	0.05
Trichloroethylen	1710	B	
Terpene oil (wood)	1299	B	
Chloride pheniliden	1303	B	

APPENDIX No. (7)
INTERNATIONAL CERTIFICATE FOR THE PREVENTION OF CONTAMINATION BY SEWAGE

Government Agency : .....
Full Name of State : .....

By : .....

Name of ship	Distinguishing Letter or Number	Port of Registration	Gross Load	Number of Persons allowed on board

Ship : New/existing
Date of building contract: .....
Date main beam established or ship arriving to similar case of building stage:
.....
Date delivered: .....

We, the undersigned, hereby certify that:

1. The ship is equipped with sewage water treatment unit/crusher/tank for collection and pipelines as follows:
   A. Description of sewage water treatment unit type.
      Type: ....
      Manufacturer: .....
      Total capacity: .....

   B. Description of crusher
      Type: ....
      Manufacturer: .....
      Rate of sewage water content after treatment: .....

   C. Description of compiling tank: ....

Total capacity of tank: ....
Location: ....

D. Pipeline network for discharging sewage water in the receiving facilities by standard shore connection.

2. The ship was inspected for ensuring its compatibility with the requirements for prevention of contamination by sewage water. Inspection proved that ship equipment and equipment status is satisfactory from all aspects and conforms to such requirements and the ship satisfies such requirements.

This certificate is valid till .....

Place of issue: .....
...../...../200–

.....
Authorized signatory to this certificate

(wax or common seal, or as appropriate, of issuing party)

Validity of this certificate is extended to .....
Signature.....
(competent officer)

Place :.....
Date : .....
(wax or common seal, or as appropriate)

APPENDIX No. (8)
Characteristic s of Degradable (Treated) Industrial Waste Water At Point of Discharge into the Sea

PARAMETER	SYMBOL	UNIT	SUGGESTED LIMITS	Notes
PHYSICAL PROPERTIES				
Total Suspended solids	TSS	mg/l	50	
Total Dissolved Solids	TDS	mg/l	1500	
Ph		PH units	6 - 9	
Floating particles		mg/m^2	None	
Temperature *	T	°C	5	
Turbidity		NTU	75	
INORGANIC CHEMICAL PROPERTIES				
Ammonia Total as (N)	NH_4^+	mg/l	2	
Nitrate	NO_3-N	mg/l	40	
Chlorine Residual	Cl^-	mg/l	1	
Cyanide	CN^-	mg/l	0.05	
Dissolved Oxygen	DO	mg/l	>3	
Fluoride	F^-	mg/l	20	
Sulfide	S^{-2}	mg/l	0.1	
Biochemical Oxygen Demand	BOD_{5-20}	mg/l	50	
Total Kieldahl Nitrogen as (N)		mg/l	10	
Total Phosphorus, as (P)	PO_4^{-3}	mg/l	2	
Chemical Oxygen Demand	COD	mg/l	100	
TRACE METALS				
Aluminum	Al	mg/l	20	
Antimony	Sb	mg/l	0.1	
Arsenic	As	mg/l	0.05	
Barium	Ba	mg/l	2	
Beryllium	Be	mg/l	0.05	

Cadmium	Cd	mg/l	0.05	
Chromium, total	Cr	mg/l	0.2	
Chromium VI	Cr^{+6}	mg/l	0.15	
Cobalt	Co	mg/l	0.2	
Copper	Cu	mg/l	0.5	
Iron	Fe	mg/l	2	
Lead	Pb	mg/l	0.1	
Manganese	Mn	mg/l	0.2	
Mercury	Hg	mg/l	0.001	
Nickel	Ni	mg/l	0.1	
Selenium	Se	mg/l	0.02	
Silver	Ag	mg/l	0.005	
Zinc	Zn	mg/l	0.5	
ORGANIC CHEMICAL PROPERTIES				
Haloginated Hydrocarbons & Pesticides		mg/l	Nil	
Hydrocarbons	HC	mg/l	15	
Oil & Grease		mg/l	10	
Phenols		mg/l	0.1	
Solvent		mg/l	None	
Total Organic Carbon	TOC	mg/l	75	
BIOLOGICAL PROPERTIES				
Total Coliform		MPN/ 100 ml	1000	
Fecal Coliform Bacteria		Cells/ 100 ml	1000	
Colon Group		No./ 100 cm^2	5000	
Egg Parasites			None	
Warm Parasites			None	

APPENDIX No. (9)

NON-DEGRADEABLE CONTAMINATION

- Organ phosphorus Pesticides
  Dimethoate
  Matathion

- Organichlorine Pesticides
  Aldrin
  Dieldrino
  DDT
  Chloridane
  Eldrin

- Polychlorinated Biphenyls
  PCBs
  Aroclor
  Tetracholorobiphenyl
  Trichlorobiphenly

- Polynuclear Aromatic Hydrocarbons (PAH)
  Benzo (a) Pyrene
  Naphthalene

Disclaimer

The information provided on our website is for general information purposes only. While WKC endeavours to provide the most up to date and accurate information, documents and links on our website, we will not be held liable for any loss or damage including without limitation, indirect or consequential loss or damage, or any loss or damage whatsoever arising from the use any of the information provided on our website. For any queries regarding the information on our website, please contact us on enquiries@wkcgroup.com.