

Marine Protection Rules

Part 122: Marine Protection Products – Oil

MNZ Consolidation

1 February 2018

Marine Protection Rules

ISBN 978-0-947527-55-6

Published by

Maritime New Zealand, PO Box 25620, Wellington 6146, New Zealand

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***Consolidated version
1 February 2018***

Part objective

The technical standards contained in the International Convention for the Prevention of Pollution from Ships 1973/78 (MARPOL) are being incorporated into New Zealand law by means of marine protection rules. These rules enable New Zealand to be party to the Convention.

Specifically, Part 122 applies the requirements of regulations 2(2), 3, 13(6), 13A(3), 13B(1), 13B(2), 13B(3), 15(1), 15(3)(a), 15(3)(b), 15(4), 15(5), 15(6), 15(7), 16, 17, 18, 19, and 23(3)(c) of Annex 1 of MARPOL to the design and fitting of marine protection products to commercial ships (as defined in the Maritime Transport Act 1994) including oil tankers. The requirements include:

- Specifying the fitting and design of oil filtering equipment in ships of 400 tons gross tonnage or more to limit the discharge overboard of the oil content from the bilges and tank washings to 15 parts per million.
- Provision of tanks to hold the oily residues (sludge) which can not be dealt with otherwise, and the means to pump the sludge ashore to reception facilities.
- Fitting pipework to oil tankers for the discharge of dirty ballast water or oil contaminated water overboard, or to reception facilities, and the means for observing and stopping the discharge overboard.
- Requiring crude oil washing and inert gas systems for crude oil tankers of 20,000 tons deadweight and above.
- Specifying the fitting and design of oil content meters for oil tankers operating with dedicated clean ballast tanks.
- Specifying the fitting and design of an oil discharge monitoring and control system and oil/water interface detectors for oil tankers of 150 tons gross tonnage or more fitted with slop tanks.
- Requiring oil tankers of less than 150 tons gross tonnage and other ships of less than 400 tons gross tonnage to retain on board oily mixtures and oil residues for transfer to shore reception facilities, unless they comply with the requirements of this Part applicable to larger ships.

The basis for Part 122 is found in sections 386 and 388 of the Maritime Transport Act 1994.

Maritime rules are disallowable instruments under the Legislation Act 2012. Under that Act, the rules are required to be tabled in the House of Representatives. The House of Representatives may, by resolution, disallow any rules. The Regulations Review Committee is the select committee responsible for considering rules under that Act.

Disclaimer:

This document is the current consolidated version of Marine Protection Rules Part 122 produced by Maritime New Zealand, and serves as a reference only. It has been compiled from the official rules that have been signed into law by the Minister of Transport. Copies of the official rule and amendments as signed by the Minister of Transport may be downloaded from the Maritime New Zealand website. www.maritimenz.govt.nz

History of Part 122

Part 122 first came into force on 20 August 1998 and now incorporates the following amendments:

Amendment	Effective date
Amendment 1	4 August 2008
Amendment 2	Various
Amendment 3	1 January 2015
Amendment 4	1 April 2015
Amendment 4	1 February 2018

Summary of Amendments

Amendment 1

Marine Protection Amendment Rules – MARPOL Annex 1 122.2, 122.3(3), 122.3(5), 122.4-6, 122.17, 122.19(2)(d)

Amendment 2

Marine Protection Various Amendments 2010

Effective 1 October 2010:

122.2, 122.4(3)(b), 122.5(1)(b), 122.5(2)(b), 122.16(2), 122.20(2)

Effective 1 January 2011

122.2, 122.3(4), 122.5, 122.7, 122.8, 122.24

Amendment 3

Marine Protection Rules Various Amendments 2014

122.2

Amendment 4

Marine Protection Rules Various Amendments 2015

Part Objective

Amendment 5

Marine Protection Rules Various Amendments [Changes Related to Conventions] 2017

122.2, 122.5, New footnote at the bottom of the page that subrule 122.5(3)(d)(ii) ends, 122.7, 122.21, 122.24

All signed rules can be found on our website.

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General

122.1 Entry into force

Part 122 shall come into force on the 28th day after the date of its notification in the Gazette.

122.2 Definitions

In this Part—

Act means the Maritime Transport Act 1994:

Antarctic area means the sea area south of latitude 60°S:

Arctic waters means those waters which are located north of a line from the latitude 58°00'.0 N and longitude 042°00'.0 W to latitude 64°37'.0 N, longitude 035°27'.0 W and thence by a rhumb line to latitude 67°03'.9 N, longitude 026°33'.4 W and thence by a rhumb line to the latitude 70°49'.56 N and longitude 008°59'.61 W (Sørkapp, Jan Mayen) and by the southern shore of Jan Mayen to 73°31'.6 N and 019°01'.0 E by the Island of Bjørnøya, and thence by a great circle line to the latitude 68°38'.29 N and longitude 043°23'.08 E (Cap Kanin Nos) and hence by the northern shore of the Asian Continent eastward to the Bering Strait and thence from the Bering Strait westward to latitude 60° N as far as Il'pyrskiy and following the 60th North parallel eastward as far as and including Etolin Strait and thence by the northern shore of the North American continent as far south as latitude 60° N and thence eastward along parallel of latitude 60° N, to longitude 056°37'.1 W and thence to the latitude 58°00'.0 N, longitude 042°00'.0 W:

clean ballast means ballast carried in a tank which, since it was last used to carry oil, has been so cleaned that the outflow from that tank if it were discharged from a ship which is stationary into clean calm water on a clear day would not produce visible traces of oil on the surface of the water or on adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines. Where the ballast is discharged through an oil discharge monitoring and control system approved by the Director, evidence based on such a system to the effect that the oil content of the outflow did not exceed 15 parts per million shall be determinative that the ballast was clean, notwithstanding the presence of visible traces:

combination carrier means a ship designed to carry either oil or solid cargoes in bulk:

crude oil means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation and includes—

- (a) crude oil from which certain distillate fractions may have been removed; and
- (b) crude oil to which certain distillate fractions may have been added:

crude oil tanker or carrier means an oil tanker engaged in the trade of carrying crude oil:

Director means the person who is for the time being the Director of Maritime Safety under section 439 of the Act:

dedicated clean ballast tank means a tank which can be used for the carriage of either ballast or cargo but which, for the time being, is dedicated solely to the carriage of clean ballast, and is fitted with an approved washing system:

discharge includes any release, disposal, spilling, leaking, pumping emitting or emptying; but does not include—

- (a) dumping in accordance with a permit issued by the Director under section 262 of the Act; or
- (b) release of harmful substances for the purposes of legitimate scientific research into pollution abatement and control;—

and **to discharge** and **discharge** have corresponding meanings:

existing oil tanker means an oil tanker which is not a new oil tanker:

existing ship means a ship which is not a new ship:

high speed craft means craft to which the International Code for Safety for High-speed craft applies:

IMO means International Maritime Organisation:

IOPP Certificate means an International Oil Pollution Prevention Certificate:

major conversion means a conversion of an existing ship—

- (a) which substantially alters the dimensions or carrying capacity of the ship; or
- (b) which changes the type of the ship; or
- (c) the intent of which in the opinion of the Director is substantially to prolong its life; or
- (d) which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of this Part:

MARPOL means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto; and includes any subsequent protocol or amendment to, or revision of, that convention accepted or ratified by New Zealand:

new oil tanker, notwithstanding the definition of **new ship** in this rule, for the purposes of rules 122.12, 122.13, and 122.16, means an oil tanker—

- (a) for which the building contract was placed after 1 June 1979; or
- (b) in the absence of a building contract, the keel of which was laid or which was at a similar stage of construction after 1 January 1980; or
- (c) the delivery of which was after 1 June 1982; or
- (d) which has undergone a major conversion:
 - (i) for which the contract was placed after 1 June 1979; or
 - (ii) in the absence of a contract, the construction work of which was begun after 1 January 1980; or
 - (iii) which was completed after 1 June 1982:

new ship means a ship—

- (a) for which the building contract was placed after 31 December 1975; or
- (b) in the absence of a building contract, the keel of which was laid or was at a similar stage of construction after 30 June 1976; or
- (c) the delivery of which was after 31 December 1979; or
- (d) which has undergone a major conversion:
 - (i) for which the contract was placed after 31 December 1975; or
 - (ii) in the absence of a contract, the construction work of which was begun after 30 June 1976; or
 - (iii) which was completed after 31 December 1979:

New Zealand Defence Force has the same meaning as the term **Defence Force** in section 2(1) of the Defence Act 1990:

New Zealand jurisdiction means—

- (a) the internal waters of New Zealand; and
- (b) the territorial sea of New Zealand; and
- (c) the exclusive economic zone of New Zealand; and

- (d) those areas on or under or above or about any ship or offshore installation constructed, erected, placed or used in, on, or above the continental shelf of New Zealand but beyond the outer limits of the exclusive economic zone of New Zealand in connection with the exploration of the continental shelf or the exploitation of its natural resources:

New Zealand ship means a ship that is registered under the Ship Registration Act 1992; and includes a ship that is not registered under that Act but is required or entitled to be registered under that Act:

oil for the purposes of the marine protection rules and section 222 of the Act means petroleum in any form including crude oil, oil fuel, sludge, oil refuse and refined products (other than petrochemicals that are subject to the provisions of Part 140). Without limiting the generality of the foregoing, oil includes any of the substances declared to be oil in the appendix to Part 120. Oil as defined here is a **harmful substance** for the purposes of section 225 of the Act:

oil fuel means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship in which such oil is carried:

Oil residue (sludge) means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils:

Oil residue (sludge) tank means a tank that holds oil residue (sludge) from which sludge may be disposed directly through the standard discharge connection or any other means of disposal that meets the requirements of the marine protection rules:

oil tanker means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces; and includes combination carriers and any chemical tanker as defined in rule 141.2 when it is carrying a cargo or part cargo of oil in bulk:

Oily bilge water means water that may be contaminated by oil resulting from things such as leakage or maintenance work in machinery spaces and, for the avoidance of doubt, includes any liquid entering the bilge system, including bilge wells, bilge piping, tank top, or bilge holding tanks:

Oily bilge water holding tank means a tank collecting oily bilge water prior to its discharge, transfer, or disposal:

oily mixture means a mixture with any oil content:

owner includes—

- (a) any person who is the legal or equitable owner, or both, of the ship; and
- (b) any person in possession of the ship; and
- (c) any charterer, manager, or operator of the ship, or any other person (other than a pilot) responsible for the navigation or management of the ship:

Part means a group of rules made under the Act:

“polar waters” means any of the following:

- (a) Arctic waters:
- (b) the Antarctic area:

residue means any harmful substance which remains for disposal:

Resolution A.393(X) means the Recommendation on International Performance and Test Specifications for Oily-water Separating Equipment and Oil Content Meters adopted by the IMO Assembly in Resolution A.393(X), as amended by the IMO from time to time:

Resolution A.586(14) means the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers adopted by the IMO Assembly in Resolution A.586(14), as amended by the IMO from time to time:

Resolution MEPC.60(33) means the Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.60(33), as amended by the IMO from time to time:

Resolution MEPC.107(49) means the Revised Guidelines and Specifications for Pollution Prevention Equipment for Machinery Space Bilges of Ships adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.107(49), as amended by the IMO from time to time:

Resolution MEPC.108(49) means the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers adopted by the Marine Environment Protection Committee of the IMO in Resolution MEPC.108(49), as amended by the IMO from time to time:

segregated ballast means the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast or to the carriage of ballast or cargoes other than oil or noxious substances as defined in the marine protection rules:

segregated ballast tank (SBT) means a tank in which segregated ballast is carried:

slop tank means a tank specifically designated for the collection of tank drainings, tank washings and other oily mixtures:

special areas has the same meaning as in Part 120:

stationary ship means a ship that is permanently anchored or moored and includes a ship that only undertake voyages of relocation on which cargo is not carried:

tank means an enclosed space which is formed by the permanent structure of a ship and which is designed for the carriage of liquid in bulk.

122.3 Application

- (1) Except as provided in rule 122.3(4), rules 122.4 to 122.8 inclusive and rules 122.20 and 122.23 apply—
 - (a) to every New Zealand ship of 400 tons gross tonnage or more; and
 - (b) to every warship and every other ship of the New Zealand Defence Force that is of 400 tons gross tonnage or more.
- (2) Rules 122.10 to 122.21 inclusive and rule 122.23 apply—
 - (a) to every New Zealand oil tanker of 150 tons gross tonnage or more;
 - (b) to every warship and every other ship of the New Zealand Defence Force that is an oil tanker of 150 tons gross tonnage or more.
- (3) Except as provided in rule 122.3(5), rule 122.22 applies—
 - (a) to every New Zealand oil tanker of less than 150 tons gross tonnage and to every other New Zealand ship of less than 400 tons gross tonnage;
 - (b) to every warship and every other ship of the New Zealand Defence Force that is an oil tanker of less than 150 tons gross tonnage, and to every other warship and other ship of the New Zealand Defence Force of less than 400 tons gross tonnage.
- (4) Rule 122.24 applies to every New Zealand ship and every warship and every other ship of the New Zealand Defence Force.

- (5) *Revoked by Marine Protection Amendment Rules 2008: Marpol Annex 1 on the 4th August 2008*

Oil discharge monitoring and control system and oil filtering equipment

122.4 Oil filtering equipment

- (1) This rule applies to ships of 400 gross tonnage or more.
- (2) Except as provided in rule 122.5, the owner must ensure that every ship is fitted with oil filtering equipment that is—
 - (a) approved by the Director; and
 - (b) designed so as to ensure that any oily mixture, which is discharged into the sea after passing through the system, has an oil content not exceeding 15 parts per million.
- (3) If a ship—
 - (a) is a ship of 10,000 gross tonnage and more; or
 - (b) remains at sea for extended periods and empty oil fuel tanks must be filled with water ballast in order to maintain sufficient stability and safe navigation conditions, the owner must ensure that the ship's oil filtering equipment is provided with—
 - (i) an alarm to indicate; and
 - (ii) arrangements to ensure that any discharge of oily mixtures is stopped automatically,
when the oil content of the outflow exceeds 15 parts per million.
- (4) The Director may, for the purposes of subrule (2), approve oil filtering equipment having regard to the guidelines and specifications, for pollution prevention equipment for machinery space bilges of ships, adopted by the IMO in—
 - (a) Resolution MEPC.60(33), for equipment installed on board before 1 January 2005; and
 - (b) Resolution MEPC.107(49), for equipment installed on board on or after 1 January 2005.

122.5 Ships that do not have to carry oil filtering equipment

- (1) The owner of a stationary ship is not required to comply with rule 122.4 if—
 - (a) the ship is fitted with an oily bilge water holding tank that the Director is satisfied is large enough to hold all of the ship's oily bilge water; and
 - (b) all oily bilge water is—
 - (i) stored on board; or
 - (ii) discharged to reception facilities.
- (2) Subrule (3) applies to the owner of—
 - (a) a ship engaged exclusively on voyages within special areas or Arctic waters; or
 - (b) a high speed craft engaged on—
 - (i) a scheduled service with a turn-around time not exceeding 24 hours; or
 - (ii) relocation voyages on which no passengers or cargo is carried.
- (3) The owner of a ship referred to in subrule (2) is not required to meet the requirements of rule 122.4 provided—
 - (a) the ship is fitted with an oily bilge water holding tank that the Director is satisfied is large enough to hold all of the ship's oily bilge water; and
 - (b) all oily bilge water is stored on board or discharged to reception facilities; and

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- (c) adequate reception facilities, as determined by the Director, are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at; and
- (d) the IOPP Certificate required by Part 123A held in respect of that ship is endorsed to the effect that the ship is—
 - (i) engaged exclusively on voyages within special areas or Arctic waters; or
 - (ii) a high-speed craft to which rule 122.5(2)(b)¹ applies; and
- (e) when oil is discharged, the quantity of oil and the time and port of discharge are recorded in Part I of the ship's Oil Record Book.

122.6 Application to ships delivered before 6 July 1993

Revoked by Marine Protection Amendment Rules 2008: Marpol Annex 1 on the 4th August 2008

Oil residue (sludge) tanks

122.7 Sludge tanks

- (1) The owner of a ship to which this rule applies must ensure that the ship is fitted with an oily residue (sludge) tank or tanks large enough to hold all oil residue (sludge) that cannot be dealt with otherwise in accordance with the requirements of the marine protection rules.
- (2) The owner of every new ship this rule applies to must ensure that the tanks required by rule 122.7(1) are designed and constructed to allow them to be cleaned and emptied at a reception facility.
- (3) The owner of every existing ship this rule applies to must ensure that the tanks required by rule 122.7(1) are designed and constructed to allow their cleaning and the discharge of residues to reception facilities, except so far as this is unreasonable or impracticable.
- (4) Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank through the standard discharge connection referred to in rule 122.23, or any other means of disposal that meets the requirements of the marine protection rules.
- (5) The owner of a ship to which this rule applies must ensure that the oil residue (sludge) tank—
 - (a) is provided with a designated pump for disposal that is capable of taking suction from the oil residue (sludge) tank; and
 - (b) has no discharge connections to the bilge system, oily bilge water holding tank, tank top, or oily water separators except that the tank may be fitted with drains, with manually operated self-closing valves and arrangements for subsequent visual monitoring of the settled water, that lead to an oily bilge water holding tank or bilge well, or an alternative arrangement, provided such arrangement does not connect directly to the bilge piping system; and
 - (c) has adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) that cannot be dealt with otherwise in accordance with the requirements of the marine protection rules.

122.8 Oil residue (sludge) tank piping

The owner of a ship to which this rule applies must ensure that the piping to and from oil residue (sludge) tanks has no direct connection overboard, other than the standard discharge connection specified in rule 122.23.

¹ That is MARPOL Regulation 14.5.2.

Pumping, piping and discharge arrangements of oil tankers

122.9 Application to ships other than oil tankers

In ships other than oil tankers fitted with cargo spaces which are constructed and used to carry oil in bulk of total capacity of 200 cubic metres or more, the requirements of rules 122.10 to 122.14 inclusive and 122.19 and 122.20 apply to the construction and operation of those spaces. Where the total capacity is less than 1,000 cubic metres, the requirements of rule 122.22 will apply in lieu of rules 122.18 to 122.20 inclusive.

122.10 Deck discharge manifold

The owner of an oil tanker to which this rule applies must ensure that the ship has a discharge manifold, located on the open deck on both sides of the ship, for connecting to reception facilities for the discharge of dirty ballast water or oil contaminated water.

122.11 Location of overboard discharge

The owner of an oil tanker to which this rule applies must ensure that—

- (a) the ship has pipelines for the discharge to the sea of ballast water or oil contaminated water from cargo tank areas, which may be permitted under Part 120; and
- (b) the pipelines are either:
 - (i) led to the open deck or to the ship's side above the waterline in the deepest ballast condition; or
 - (ii) fitted in a manner to permit operation in accordance with the provisions of rule 125.8 or rule 122.14.

122.12 Means of stopping discharge in new oil tankers

- (1) The owner of a new oil tanker to which this rule applies must ensure that means are provided for stopping the discharge of ballast water or oil contaminated water from cargo tank areas into the sea, other than those discharges below the waterline permitted under rule 122.14.
- (2) The owner of a new oil tanker to which this rule applies must ensure that the discharge control position is on the upper deck or above and located so that the manifold in use, required by rule 122.10 and the discharge to the sea from the pipelines required by rule 122.11, may be visually observed.
- (3) Means for stopping the discharge need not be provided at the observation position if a communication system such as telephone or radio is provided between the observation position and the discharge control position.

122.13 Segregated ballast and crude oil washing arrangements

- (1) The owner of a new oil tanker to which this rule applies, which is a crude oil carrier required by Part 121A to be provided with segregated ballast tanks, or fitted with a crude oil washing system, must ensure that the ship meets the following requirements—
 - (a) it must be equipped with oil piping designed and installed so that oil retention in the lines is minimised; and
 - (b) means must be provided to drain all cargo pumps and all oil lines at the completion of cargo discharge, where necessary by connection to a stripping device; and
 - (c) the line and pump drainings must be capable of being discharged both ashore and to a cargo tank or a slop tank; and
 - (d) for discharge ashore a special small diameter line is to be provided and connected outboard of the ship's manifold valves.
- (2) The owner of an existing oil tanker to which this rule applies, which is a crude oil carrier required by rule 121A.4(2) to—
 - (a) be provided with segregated ballast tanks; or
 - (b) be fitted with a crude oil washing system; or

- (c) operate with dedicated clean ballast tanks;
must ensure the ship meets the requirements of rule 122.13(1)(b) to (d) inclusive.

122.14 Discharge of ballast or oil contaminated water from cargo tank areas

The owner of an existing oil tanker to which this rule applies, which may discharge dirty ballast water or oil contaminated water from cargo tank areas below the waterline at sea subsequent to or in lieu of discharge by the method referred to in rule 125.8(5); must ensure that—

- (a) a part of the flow of such water is led through permanent piping to a readily accessible location on the upper deck or above where the outflow may be visually observed during the discharge operation; and
- (b) such part flow arrangements comply with the provisions of the “Specifications for the design, installation and operation of a part flow system for control of overboard discharges” contained in Appendix 5 of Annex I of MARPOL 73/78, as revised by the International Maritime Organization from time to time.

122.15 Piping serving suction wells

The owner of every oil tanker this rule applies to, fitted with suction wells in cargo tanks above double bottom tanks as referred to in rule 121A.15(3)(c), must ensure that piping serving such wells, if installed in the double bottom, is—

- (a) fitted with valves or other closing arrangements located at the point of connection to the tank to prevent oil outflow in the event of damage to the piping; and
- (b) installed as high from the bottom shell as possible.

Requirements for crude oil washing

122.16 Crude oil washing and inert gas systems

- (1) The owner of a new oil tanker to which this rule applies, which is a crude oil carrier of 20,000 tons deadweight and above must ensure the ship is fitted with a cargo tank cleaning system using crude oil washing.
- (2) The owner of a new oil tanker to which this rule applies, which is a crude oil carrier of 20,000 tons deadweight and above must ensure that the ship’s crude oil washing installation, associated equipment and arrangements comply with the “Revised specifications for the Design, Operation and Control of Crude Oil Washing Systems” adopted by the International Maritime Organization in resolutions A.446(XI) and amendment A.496(XII), as amended by that organisation from time to time.
- (3) The owner of every oil tanker this rule applies to, fitted with a cargo tank cleaning system using crude oil washing must ensure that an inert gas system is provided in every cargo tank and slop tank in accordance with the appropriate regulations of chapter II-2 of the International Convention for Safety of Life at Sea, 1974, as modified and added to by the Protocol of 1978 relating to the International Convention for the Safety of Life at Sea, 1974 and as may be further amended.

Requirements for oil tankers with dedicated clean ballast tanks

122.17 Oil content meter

The owner of every oil tanker, to which this rule applies, operating with dedicated clean ballast tanks in accordance with rule 121A.5, must ensure that the ship is equipped with an oil content meter—

- (a) to enable supervision of the oil content in ballast water being discharged; and
- (b) of a type approved by the Director on the basis of recommended specifications adopted in –
 - (i) Resolution A.393(X), for meters installed on oil tankers built before 2 October 1986;

- (ii) Resolution A.586(14), for meters installed on oil tankers built on or after 2 October 1986 but before 1 January 2005;
- (iii) Resolution MEPC.108(49), for meters installed on oil tankers built on or after 1 January 2005.

Retention of oil on board

122.18 Application to oil tankers of 150 tons gross tonnage and above

The owner of an oil tanker to which this rule applies of 150 tons gross tonnage and above must ensure that the ship is provided with arrangements in accordance with the requirements of rules 122.19 and 122.20, subject to the provisions of paragraphs (2) and (3) of rule 122.21.

122.19 Oil discharge monitoring and control system

- (1) An oil discharge monitoring and control system approved by the Director must be fitted to the oil tanker.²
- (2) The Director may approve an oil discharge monitoring and control system for the purpose of rule 122.19(1) if the system –
 - (a) is fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or the oil content and rate of discharge and the record is identifiable as to time and date; and
 - (b) comes into operation when there is any discharge of any oily mixture into the sea; and
 - (b) ensures that any discharge of oily mixtures is automatically stopped when the rate of oil discharge exceeds that permitted by Part 120; and
 - (c) is designed so that any failure of the system stops the discharge and a manually operated alternative method is to be provided for use in the event of such failure; and
 - (d) is designed and installed in compliance with the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers adopted by the IMO in—
 - (i) Resolution A.586(14), in the case of an oil tanker built on or after 2 October 1986;
 - (ii) Resolution MEPC.108(49), in the case of an oil tanker built on or after 1 January 2005.
- (3) The owner of an oil tanker to which this rule applies of 150 tons gross tonnage and above must—
 - (a) keep the record produced by the recording device required by rule 122.19(2)(a) for at least three years; and
 - (b) in the event of a failure referred to in rule 122.19(2)(c) ensure the failure is noted in the Oil Record Book.

122.20 Oil/water interface detectors

- (1) The owner of a ship to which this rule applies fitted with slop tanks or other tanks for separating oil and water and from which it is intended to discharge any oily mixture to the sea, must ensure that oil/water interface detectors approved by the Director are provided, for a rapid and accurate determination of the oil/water interface in these tanks.

² The Director may, on the basis of any recommendation from the International Maritime Organization and in accordance with section 395 of the Act, waive compliance with the requirement to have the equipment specified in rule 122.19, if such equipment is not obtainable for monitoring the discharge of light refined products (white oils). Under MARPOL the waiver would be subject to the condition that discharge is made in compliance with procedures established by the International Maritime Organization which satisfy the conditions of rule 120.5(1), except the obligation to have an oil discharge monitoring and control system in operation.

- (2) The Director may approve an oil/water interface detector for the purpose of rule 122.20 if the detector meets the specifications for oil/water interface detectors adopted by the Marine Environment Protection Committee of the International Maritime Organization in resolution MEPC.5(XIII), as amended by that organisation from time to time.

122.21 Discharge to reception facilities

- (1) The requirements of rules 122.19 and 122.20 shall not apply to an oil tanker this rule applies to if—
- (a) the tanker is engaged exclusively on voyages of 72 hours or less in duration; and
 - (b) the tanker is within 50 miles from the nearest land; and
 - (c) the oil tanker is engaged exclusively in trades between ports or terminals within New Zealand or a State Party to MARPOL; and
 - (d) all oily mixtures are kept on board for later discharge to reception facilities.
- (2) The requirements of rules 122.19 and 122.20 shall not apply to oil tankers that this rule applies to other than those referred to in paragraph (1) of this rule, in cases where—
- (a) the tanker is an existing oil tanker of 40,000 tons deadweight or above, as referred to in rule 121A.6, engaged solely in trade between ports, or to offshore terminals or offshore installations under New Zealand jurisdiction, and the conditions specified in rule 121A.6 are complied with; or
 - (b) the tanker is engaged exclusively in one or more of the following categories of voyages:
 - (i) voyages within special areas or Arctic waters; or
 - (ii) voyages within 50 miles from the nearest land outside special areas where the tanker is engaged in:
 - (aa) trades between ports or terminals of a State Party to MARPOL; or
 - (bb) restricted voyages as determined by the Director, and of 72 hours or less in duration;provided that the following conditions are complied with:
 - (iii) all oily mixtures are kept on board for later discharge to reception facilities; and
 - (iv) the International Oil Pollution Prevention Certificate, required by part 123A, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in subrules (b)(i) and (b)(ii).
- (3) The requirements of rules 122.19 and 122.20 do not apply to oil tankers carrying asphalt or other products subject to the provisions of Part 120, which through their physical properties inhibit effective product/water separation and monitoring.³

122.22 Oil tankers of less than 150 tons gross tonnage and other ships of less than 400 tons gross tonnage

The owner of an oil tanker to which this rule applies of less than 150 tons gross tonnage and every other ship this rule applies to of less than 400 tons gross tonnage, must ensure the ship—

- (a) is provided with a holding tank of adequate capacity for the ship's operational needs to keep on board oily mixtures and oil residues, and also provided with means for transferring the contents of the tank to shore reception facilities; or
- (b) meets the full requirements of this Part—
 - (i) for oil tankers of 150 tons gross tonnage or more, if the ship is an oil tanker; and
 - (ii) for other ships of 400 tons gross tonnage or more, if the ship is not an oil tanker; or
- (c) where the alternatives in paragraphs (a) and (b) are not reasonable and practicable, has arrangements approved by the Director for preventing the discharge of oily water and oil residues.

³ The control of discharge must be done by keeping the residues on board with discharge of all contaminated washings to reception facilities under rule 120.10.

Standard deck discharge connection**122.23 Standard deck discharge connection**

The owner of every ship to which rule 122.7 and/or rule 122.10 applies must ensure that the discharge pipeline for residues is fitted with a standard discharge connection in accordance with the following table:

Standard dimensions of flanges for discharge connections

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts: quantity, diameter	6, each of 20 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 125 mm and must be of steel or other equivalent material having a flat face. This flange, together with a gasket of oil proof material, must be suitable for a service pressure of 6kg/cm ² .	

122.24 Ships entering polar waters

The owner of a ship to which this rule applies must ensure that, before entering the polar waters —

- (a) the ship is fitted with a tank or tanks of sufficient capacity on board for the retention of all oil residue (sludge), dirty ballast, tank washing water, and other oily residues and mixtures while operating in polar waters; and
- (b) arrangements have been made to discharge the oily residues at a reception facility after leaving polar waters.