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First published in the Government *Gazette*, Electronic Edition, on 20th December 2016 at 5:00 pm.

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**No. S 666**

PREVENTION OF POLLUTION OF THE SEA ACT  
(CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA (OIL)  
(AMENDMENT NO. 2) REGULATIONS 2016

In exercise of the powers conferred by section 34 of the Prevention of Pollution of the Sea Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

**Citation and commencement**

1. These Regulations are the Prevention of Pollution of the Sea (Oil) (Amendment No. 2) Regulations 2016 and come into operation on 1 January 2017.

**Amendment of First Schedule**

2. The First Schedule to the Prevention of Pollution of the Sea (Oil) Regulations 2006 (G.N. No. S 685/2006) is amended —

- (a) by inserting, immediately after the words “this Annex” in paragraph 1 of regulation 3, the words “or section 1.2 of part II-A of the Polar Code”;
- (b) by deleting paragraph 5.2 of regulation 3 and substituting the following paragraph:

“2 the tanker is engaged exclusively in one or more of the following categories of voyages:

- .1 voyages within special areas;
- .2 voyages within Arctic waters; or
- .3 voyages within 50 nautical miles from the nearest land outside special areas or Arctic waters where the tanker is engaged in:

.1 trades between ports or terminals of a State Party to the present Convention; or

.2 restricted voyages as determined by the Administration, and of 72 hours or less in duration;

provided that all of the following conditions are complied with:

.4 all oily mixtures are retained on board for subsequent discharge to reception facilities;

.5 for voyages specified in paragraph 5.2.3 of this regulation, the Administration has determined that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at;

.6 the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in paragraph 5.2.1 and 5.2.3.2 of this regulation; and

.7 the quantity, time and port of discharge are recorded in the Oil Record Book.”;

(c) by inserting, immediately after the words “this Annex” in regulation 4, the words “and paragraph 1.1.1 of part II-A of the Polar Code”;

(d) by deleting regulation 12 and substituting the following regulation:

“Regulation 12

*Tanks for oil residues (sludge)*

1 Unless indicated otherwise, this regulation applies to every ship of 400 gross tonnage and above except that paragraph 3.5 of this regulation need only be applied as far as is reasonable and practicable to ships delivered on or before 31 December 1979, as defined in regulation 1.28.1.

2 Oil residue (sludge) may be disposed of directly from the oil residue (sludge) tank(s) to reception facilities through the standard discharge connection referred to in regulation 13, or to any other approved means of disposal of oil residue (sludge), such as an

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incinerator, auxiliary boiler suitable for burning oil residues (sludge) or other acceptable means which shall be annotated in item 3.2 of the Supplement to IOPP Certificate Form A or B.

3 Oil residue (sludge) tank(s) shall be provided and:

- .1 shall be of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oil residues (sludge) which cannot be dealt with otherwise in accordance with the requirements of this Annex;
- .2 shall be provided with a designated pump that is capable of taking suction from the oil residue (sludge) tank(s) for disposal of oil residue (sludge) by means as described in regulation 12.2;
- .3 shall have no discharge connections to the bilge system, oily bilge water holding tank(s), tank top or oily water separators, except that:

- .1 the tank(s) 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 discharge piping system; and

- .2 the sludge tank discharge piping and bilge-water piping may be connected to a common piping leading to the standard discharge connection referred to in regulation 13; the connection of both systems to the possible common piping leading to the standard discharge connection referred to in regulation 13 shall not allow for the transfer of sludge to the bilge system;

- .4 shall not be arranged with any piping that has direct connection overboard, other than the standard discharge connection referred to in regulation 13; and

- .5 shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities.

4 Ships constructed before 1 January 2017 shall be arranged to comply with paragraph 3.3 of this regulation not later than the first renewal survey carried out on or after 1 January 2017.”;