



# RUSSIAN MARITIME REGISTER OF SHIPPING

**CIRCULAR LETTER**

**No. 313-04-1313c**

dated 17.01.2020

Re:

amendments to the Rules for the Prevention of Pollution from Ships Intended for Operation in Sea Areas and Inland Waterways of the Russian Federation, 2020. ND No. 2-020101-134-E

Item(s) of supervision:

ships under construction and in service

Entry-into-force date:

**refer to Appendix 1**

~~Valid till:~~

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~~dated~~

Number of pages:

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Appendices:

Appendix 1: information on amendments introduced by the Circular Letter

Appendix 2: text of amendments to Part I "Regulations for Technical Supervision", Part II "Ship's construction, equipment and arrangements for the prevention of pollution by oil", Part IV "Ship's equipment and arrangements for the prevention of pollution by sewage", Part V "Ship's equipment and arrangements for the prevention of pollution by garbage", and Part VI "Ship's equipment and arrangements for the prevention of air pollution"

Director General

Konstantin G. Palnikov

Text of CL:

We hereby inform that in connection with coming into force of IMO resolutions MEPC.301(72), MEPC.305(73), MEPC.309(73), MEPC.312(74), MEPC.314(74), MEPC.316(74), MEPC.317(74), MEPC.322(74) and circular MEPC.1/Circ.795/Rev.4, the Rules for the Prevention of Pollution from Ships Intended for Operation in Sea Areas and Inland Waterways of the Russian Federation, 2020 shall be amended as specified in Appendices to the Circular Letter.

It is necessary to do the following:

- 1 Bring the content of the Circular Letter to the notice of the RS surveyors, interested organizations and persons in the area of the RS Branch Offices' activity.
- 2 Apply the provisions of the Circular Letter during survey of ships under construction and in service, and in compliance with the dates specified in Appendix 1 to the Circular Letter.

List of the amended and/or introduced paras/chapters/sections:

Part I: para 1.2.1, 3.2.8 and 3.3.3

Part II: paras 1.1, 3.8.3.2 and 7.2.2.4

Part IV: paras 3.2.3 and 3.5.2

Part V: para 4.4.3

Part VI: paras 1.2.1, 1.3.2.4, 2.1.6, 2.2.4, 2.2.6, 2.2.11, 2.3.1, 2.3.2, 2.6.1 and 2.6.4, Table 2.6.7, and paras 2.6.13.2 and 2.6.14.5

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**Information on amendments introduced by the Circular Letter  
(for inclusion in the Revision History to the RS Publication)**

Nos.	Amended paras/chapters/sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
1	Part I, para 1.2.1	New definition "Electronic Record Book" has been introduced, considering IMO resolutions MEPC.314(74) and MEPC.316(74)	313-04-1313c of 17.01.2020	01.10.2020
2	Part I, para 3.2.8	Requirements have been specified, considering IMO resolution MEPC.316(74)	313-04-1313c of 17.01.2020	01.10.2020
3	Part I, para 3.3.3	Requirements have been specified, considering IMO resolution MEPC.317(74)	313-04-1313c of 17.01.2020	01.10.2020
4	Part II, para 1.1	The definition "Slop tank" has been specified	313-04-1313c of 17.01.2020	17.01.2020
5	Part II, para 3.8.3.2	Requirements for cargo tanks have been specified	313-04-1313c of 17.01.2020	17.01.2020
6	Part II, para 7.2.2.4	Requirements for discharging bilge water and oil residue to reception facilities have been specified	313-04-1313c of 17.01.2020	17.01.2020
7	Part IV, para 3.2.3	Requirements for holding tanks have been specified	313-04-1313c of 17.01.2020	17.01.2020
8	Part IV, para 3.5.2	Requirements for discharge arrangements to discharge sewage water to reception facilities have been specified	313-04-1313c of 17.01.2020	17.01.2020
9	Part V, para 4.4.3	Para has been specified considering IMO circular MEPC.1/Circ.795/Rev.4	313-04-1313c of 17.01.2020	17.01.2020
10	Part VI, para 1.2.1	The application of definition "Cargo ship having ice-breaking capability" has been specified	313-04-1313c of 17.01.2020	17.01.2020
11	Part VI, para 1.2.1	The definition "SO <sub>x</sub> emission control area" has been replaced by the definition "Emission control area" and new definitions "Polar Code" and "Electronic Record Book" have been introduced, considering IMO resolution MEPC.316(74)	313-04-1313c of 17.01.2020	01.10.2020
12	Part VI, para 1.3.2.4	The exiting reference has been replaced by reference to IMO resolution MEPC.259(68)	313-04-1313c of 17.01.2020	17.01.2020
13	Part VI, para 2.1.6	Requirements considering IMO resolution MEPC.316(74) have been specified	313-04-1313c of 17.01.2020	01.10.2020
14	Part VI, para 2.2.4	Para considering IMO circular MEPC.1/Circ.795/Rev.4 has been specified	313-04-1313c of 17.01.2020	17.01.2020

Nos.	Amended paras/chapters/sections	Information on amendments	Number and date of the Circular Letter	Entry-into-force date
15	Part VI, para 2.2.6	Para has been amended, considering IMO resolution MEPC.301(72)	313-04-1313c of 17.01.2020	17.01.2020
16	Part VI, para 2.2.11	Para has been amended, considering IMO resolution MEPC.301(72)	313-04-1313c of 17.01.2020	17.01.2020
17	Part VI, para 2.3.1	Requirements have been specified, considering IMO resolution MEPC.305(73)	313-04-1313c of 17.01.2020	01.03.2020
18	Part VI, para 2.3.2	Requirements have been specified, considering IMO resolution MEPC.305(73)	313-04-1313c of 17.01.2020	01.03.2020
19	Part VI, para 2.6.1	Para has been specified, considering IMO resolution MEPC.316(74)	313-04-1313c of 17.01.2020	01.10.2020
20	Part VI, para 2.6.4	Para has been supplemented with the reference to IMO resolution MEPC.322(74)	313-04-1313c of 17.01.2020	17.01.2020
21	Part VI, Table 2.6.7	Table has been amended considering IMO resolution MEPC.301(72)	313-04-1313c of 17.01.2020	17.01.2020
22	Part VI, para 2.6.13.2	Para has been supplemented with the reference to IMO resolution MEPC.322(74)	313-04-1313c of 17.01.2020	17.01.2020
23	Part VI, para 2.6.14.5	Para has been supplemented with the reference to IACS PR38 (Rev.2 Mar 2019)	313-04-1313c of 17.01.2020	17.01.2020

**RULES FOR THE PREVENTION OF POLLUTION FROM SHIPS INTENDED FOR  
OPERATION IN SEA AREAS AND INLAND WATERWAYS OF THE RUSSIAN  
FEDERATION, 2019**

**ND No. 2-020101-134-E**

**PART I. PROVISIONS FOR TECHNICAL SUPERVISION**

**1 GENERAL**

1 **Para 1.2.1.** The following new definition is introduced reading as follows:

"Electronic Record Book means a device or system, approved by the Register, used to electronically record the required entries for discharges, transfers and other operations as required under Parts I, II, V and VI in lieu of a hard copy record book."

The definition shall be applied from 1 October 2020."

**3 TECHNICAL DOCUMENTATION**

2 **Para 3.2.8** is replaced by the following text:

".8 procedures for operations on preparation of the ship's fuel oil system for running on low sulphur fuel oil with sulphur content according to 2.3.2, Part VI "Ship's equipment and arrangements for the prevention of air pollution", prior to entry into inland waters and the relevant log book or electronic record book approved by the Register considering provisions of the Guidelines for the use of electronic record books under MARPOL 73/78, given in IMO resolution MEPC.312(74) for recording the volume of low sulphur fuel oil in each tank, as well as the date, time and position of the ship when any fuel-oil-change-over operation is completed before entering into and exiting from the designated areas;".

3 **Para 3.3.3** is replaced by the following text:

".3 Record Books of Engine Parameters for the engines covered by the requirements of the Rules or Electronic Record Book approved by the Register considering provisions of IMO resolution MEPC.312(74);".

**PART II. SHIP'S CONSTRUCTION, EQUIPMENT AND ARRANGEMENTS  
FOR THE PREVENTION OF POLLUTION BY OIL**

**1 DEFINITIONS**

4 **Para 1.1.** The definition "Slop tank" is replaced by the following text:

"Slop tank means a tank specifically designated for the collection of tank drainings, tank washings and other oily mixtures."

### **3.8 REQUIREMENTS FOR DOUBLE HULL OIL TANKERS**

5 **Para 3.8.3.2.** The fourth paragraph is replaced by the following text:

"The provision shall not apply to oil tankers intended to carry heavy grade oils. For these ships the requirement shall be met that the cargo tanks shall be arranged relatively to the moulded line of the side shell in compliance with formula (3.8.3.2). In this case, wing tanks required to protect such entire cargo tanks length and located from the second bottom to the upper deck, may be used as cargo tanks to carry oil other than heavy grade oil if the capacity of each cargo tank does not exceed 700 m<sup>3</sup>."

### **7 PUMPING, PIPING AND DISCHARGE ARRANGEMENTS FOR OILY MIXTURE**

6 **Para 7.2.2.4** is replaced by the following text:

"7.2.2.4 The possibility to start and to stop the discharge arrangements manually shall be provided in order to discharge bilge water and oil residue to reception facilities."

## **PART IV. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY SEWAGE**

### **3 EQUIPMENT FOR COLLECTION, STORAGE, TREATMENT AND DISCHARGE OF SEWAGE, AND SANITARY AND DOMESTIC WASTE WATERS**

7 **Para 3.2.3** is replaced by the following text:

"3.2.3 Holding tanks shall be made of steel. The inner surfaces of the tanks shall be smooth (except for built-in tanks), protected against the medium effect and have their bottom inclined towards drain pipes where it is practicable. The holding tanks shall be provided with manholes and fitted with arrangements for water washing. Arrangements for sewage agitation are recommended."

8 **Para 3.5.2** is replaced by the following text:

"3.5.2 The possibility to start and to stop manually the discharge arrangements shall be provided in order to discharge sewage water to reception facilities. In the vicinity of discharge manifolds, provision shall be made for the discharge observation and remote cut-off position or the effective communication system (such as telephone or radio system) between the observation position and the discharge control position."

## **PART V. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF POLLUTION BY GARBAGE**

### **4 EQUIPMENT AND DEVICES FOR GARBAGE COLLECTION, STORAGE AND PROCESSING**

9 **Para 4.4.3** is replaced by the following text:

"4.4.3 Where that incinerator is of the continuous-feed type, waste shall not be fed into the unit when the combustion chamber gas outlet temperature is below 850 °C. Oil residues generated during normal operation of a ship shall not refer to the purposes of application of 2.5, Part VI "Ship's equipment and arrangement for the prevention of pollution" and can be fed for combustion when the required warm-up temperature in the combustion chamber reaches 650 °C. Where that incinerator is of the batch-loaded type, the unit shall be designed so that the

temperature in the area of solid waste combustion shall reach 600 °C within five minutes after start-up."

## **PART VI. SHIP'S EQUIPMENT AND ARRANGEMENTS FOR THE PREVENTION OF AIR POLLUTION**

### **1 GENERAL**

10 **Para 1.2.1.** The definition "Cargo ship having ice-breaking capability" is supplemented with the new paragraph reading as follows:

"The definition shall not apply from 1 October 2020."

The definition "SO<sub>x</sub> emission control area" is replaced by the following text:

"Emission control area means an area where the adoption of special mandatory measures for emissions from ships is required to prevent, reduce and control air pollution from NO<sub>x</sub> or SO<sub>x</sub> and particulate matter and their attendant adverse impacts on human health and the environment. Emission control areas shall include those listed in regulations 13 and 14 of Annex VI to MARPOL 73/78."

The following two new definitions are introduced:

after the definition "Ozone depleting substances":

"Polar Code means the International Code for Ships Operating in Polar Waters adopted by IMO resolutions MSC.385(94) and MEPC.264(68)."; and

after the definition "Fuel incinerator in relation to exhaust gas cleaning systems to reduce Sulphur oxides (SO<sub>x</sub>) emission":

"Electronic Record Book means a device or system, approved by the Register, used to electronically record the required entries for discharges, transfers and other operations as required under the present Part in lieu of a hard copy record book."

11 **Para 1.3.2.4** is replaced by the following text:

".4 exhaust gas cleaning system for reduction of sulphur oxides (SO<sub>x</sub>) emission in compliance with IMO resolution MEPC. 259(68);".

### **2 CONTROL OF EMISSIONS FROM SHIPS**

12 **Para 2.1.6.** The first paragraph is replaced by the following text:

"2.1.6 The Ozone Depleting Substances Record Book may form part of an existing logbook or electronic record book as approved by the Register. An existing electronic recording system (if applicable) shall be considered an electronic record book, provided the electronic recording system is approved on or before the first International Air Pollution Prevention (IAPP) Certificate renewal survey carried out on or after 1 October 2020, but not later than 1 October 2025, taking into account provision of MEPC.312(74)."

13 **Para 2.2.4** is replaced by the following text:

**"2.2.4** For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine or the installation of an additional marine diesel engine, the requirements in 2.2.6 in force at the time of the replacement or addition of the engine shall apply. The following dates shall be defined as the dates of replacement or the installation of an additional marine diesel engine:

.1 the contractual delivery date of the engine to the ship in the event the engine is fitted onboard and tested for its intended purpose within six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78; or

.2 in the absence of a contractual delivery date, the actual delivery date of the engine to the ship in the event the engine is fitted onboard and tested for its intended purpose within six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78, provided that the date is confirmed by a delivery receipt; or

.3 the actual date that the engine is tested onboard for its intended purpose ship in the event the engine is fitted onboard and tested for its intended purpose on or after six (6) months from the date specified in sub-paragraphs of regulation 13.5.1.2, Annex VI to MARPOL 73/78. The above-mentioned dates are the dates of major conversion and, where necessary, shall be entered in the IAPP Certificate (Form 2.4.18RF) in para 8a, line "13.2.1.1 & 13.2.2".

In the event the contract for the engine delivery is concluded prior to 1 January 2021 or in the absence of a contractual delivery date the engine is delivered to the ship (with a documentary confirmation of a contractual delivery date) prior to 1 January 2021 but not tested within six (6) months after 1 January 2021 due to unforeseen circumstances beyond the control of the shipowner, then the provisions of unforeseen delay in delivery may be considered by the Register in compliance with para 4 of Unified Interpretations to Annex I to MARPOL 73/78.

On or after 1 January 2021 in the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards applied to Tier III engines, then that replacement engine shall meet the standards applied to the Tier II engines (tiers are defined hereinafter in 2.2.6).

The criteria of when it is not possible for replacement engine to meet the standards applied to the Tier III engines, are set forth in the Guidelines as required by regulation 13.2.2 in Annex VI to MARPOL 73/78 in respect of non-identical replacement engines not required to meet the Tier III Limit (IMO resolution MEPC.230(65)). These criteria are as follows:

.1 a replacement engine of similar rating complying with Tier III is not commercially available; or

.2 a replacement engine with its further reapproval as per Tier III requirements shall be equipped with SCR system which:

.2.1 due to its dimensions cannot be installed in the limited space available on board; or

.2.2 extensive heat release could have adverse impact on the ships structure, sheeting, and/or equipment whilst additional ventilation and/or insulation of the engine room/compartament will not be possible.

.2.3 the replacement engine cannot be installed due to its dimensions and weight, as well as due to the fact that it cannot be integrated with ship components (drive shafts, reduction gears, propeller shafts, etc.), systems and equipment;

.2.4 adjustments of the replacement engine which shall be equipped with SCR system dismiss the possibility of joint operation of the engine and this device; as well as other criteria indicated in the Guidelines.

In case of major conversion (replacement of a marine diesel engine or installation of a marine diesel engine on or after 1 January 2000 but before 1 July 2010, the provisions of IACS UI MPC20 (Rev. 1, Apr. 2014) shall apply."

14 **Para 2.2.6.** The fourth paragraph is replaced by the following text:

"Tier III: diesel engine is installed on a ship intended for operation within a NO<sub>x</sub> Tier III emission control area and constructed on or after the approval date of such an emission control area, or at a later date possibly specified as amended, to the designated area of NO<sub>x</sub> Emission Control Area, whichever is later:".

15 **Para 2.2.11** is replaced by the following text:

"**2.2.11** The Tier and on/off status of marine diesel engines installed on board a ship to which the EIAPP Certificates have been issued confirming that they are certified to both Tier II and Tier III or that they are certified to Tier II only shall be recorded in such logbook at entry into and exit from a NO<sub>x</sub> Tier III emission control area, or when the on/off status changes within such an area, together with the date, time and position of the ship."

16 **Para 2.3.1** is replaced by the following text:

"**2.3.1** The sulphur content of any fuel oil used on board the ships shall not exceed the following limits:

0,50 % m/m, on and after 1 January 2020.

From 1 March 2020 the sulphur content of fuel oil used or carried for use on board a ship shall not exceed 0,50 % m/m. The prohibition on the carriage of non-compliant fuels also applies to the fuels for shipboard equipment intended to be used solely in case of emergency."

17 **Para 2.3.2** is replaced by the following text:

"**2.3.2** While a ship is operating in an emission control area, the sulphur content of fuel oil used on board that ship shall not exceed 0,10 % m/m."

18 **Para 2.6.1** is supplemented by the following paragraph:

"From 1 October 2020 the above regulation on energy efficiency shall not apply to category A ships defined in the Polar Code instead of cargo ships having ice-breaking capability."

19 **Para 2.6.4** is replaced by the following text:

"**2.6.4** The attained EEDI shall be calculated according to the formula specified in the 2018 Guidelines on the Method of Calculation of the Attained Energy Efficiency Design Index (EEDI) for New Ships given in IMO resolution MEPC.308(73), as amended by IMO resolution MEPC.322(74)."

20 **Table 2.6.7** is replaced by the following text:

"Table 2.6.7

Type of ship	a	b	c
Ro-ro cargo ship (vehicle carrier)	$(DWT/GT)^{-0.7} \times 780,36$ , where $DWT/GT < 0.3$ and 1812,63, where $DWT/GT \geq 0,3$	Deadweight (DWT)	0,471
Ro-ro cargo ship	1405,15 1686,17 <sup>1</sup>	Deadweight (DWT) Deadweight of the ship, where $DWT \leq 17000^1$ , or 17000, if $DWT > 17000^1$	0,498
Bulk carrier	961,79	Deadweight (DWT)	0,477
Ro-ro passenger ship	752,16 902,59 <sup>1</sup>	Deadweight (DWT) Deadweight of the ship, where $DWT \leq 10000^1$ , or 10000, if $DWT > 10000^1$	0,381
Gas carrier	1120,00	Deadweight (DWT)	0,456
LNG carrier	2253,70	Deadweight (DWT)	0,474
Tanker	1218,80	Deadweight (DWT)	0,488
Container ship	174,22	Deadweight (DWT)	0,201



Type of ship	<i>a</i>	<i>b</i>	<i>c</i>
Cruise passenger ship having non-conventional propulsion	170,84	Gross tonnage (GT)	0,214
General cargo ship	107,48	Deadweight (DWT)	0,216
Ship for the carriage of refrigerated cargo	227,01	Deadweight (DWT)	0,244
Combination carrier	1219,00	Deadweight (DWT)	0,488

<sup>1</sup>To be used from phase 2 and thereafter.

21 **Para 2.6.13.2.** The fifth paragraph is replaced by the following text:

"specific fuel consumption (SFC) of the main engine at 75 % of MCR power, the SFC of the auxiliary engines at 50 % of MCR power, electric power table, for certain ship types, as defined in the 2018 Guidelines (refer to IMO resolution MEPC.308(73), as amended by resolution MEPC.322(74));".

22 **Para 2.6.14.5** is replaced by the following text:

"**2.6.14.5** For preliminary and final verification of compliance with the EEDI requirements, IACS PR38 (Rev.2 Mar 2019) "Procedure for Calculation and Verification of EEDI" which contains the Industry Guidelines for Calculation and Verification of EEDI shall be also applied.".