

### ANNEX 3

#### Interpretations regarding implementation of international statutory requirements which contain references “to the satisfaction of the Administration” and “to be specified by the Administration”

#### International Convention for the Prevention of Pollution from Ships (MARPOL 73/78) and its Protocol of 1997, as amended

	Regulation Item	Statutory Requirement	MARINA Guidance
<b>ANNEX I - Regulation for the Prevention of Pollution by Oil</b>			
1	I-3/14	3. Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate, <b>to the satisfaction of the Administration</b> , for the total retention on board of the oily bilge water. All oily bilge water shall be retained on board for subsequent discharge to reception facilities.	Ships, such as hotel ships, storage vessels, etc., which are stationary except for non-cargo-carrying relocation voyages need not be provided with oil filtering equipment. Such ships shall be provided with a holding tank having a volume adequate for the total retention on board of the oily bilge water. Calculation of capacity of the above tanks shall be submitted by the ship owner or his legal representative for consideration to the recognized organization as a part of the single passage plan.  We also adopt guidelines on MEPC.1/Circ.642 - 2008 Revised guidelines for systems for handling oily wastes in machinery spaces of ships incorporating guidance notes for an integrated bilge water treatment system (IBTS)
2	I-3/14	4. <b>The Administration shall ensure</b> that ships of less than 400 gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of regulation 15.6 of this Annex.	Any ship of 400 gross tonnage and above shall be fitted with oil filtering equipment. Oil filtering equipment shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. In addition, it shall be provided with alarm arrangement to indicate when this level cannot be maintained. The system shall also be provided with arrangements to ensure that any discharge of oily mixtures is automatically stopped when the oil content of the effluent exceeds 15 parts per million.
3	I-3/ 14.5	3.3.1The Administration may waive the requirements of paragraphs 1 and 2 of this regulation for: .3.1 The ship is fitted with a holding tank having a volume adequate, <b>to the satisfaction of the Administration</b> , for the total retention on board of the oily bilge water;	MEPC 54/21 Annex 17 (Page.4) Item 8,  8. Size of oily waste tanks  8.1 Tanks for collection of oily waste from various functions in the engine-room should have adequate capacity, having regard to the intended type of service of the ship. The information given below will provide guidance in this respect, but all other aspects applicable to the specific vessel trading pattern and time in port should additionally be taken into account.  8.2 The recommended capacity for oil residue (sludge) tanks is specified in the interpretations to regulation 17.  8.3 If an exhausted oil tank is installed, in addition to the requirement under regulation 17, it should be of sufficient capacity to receive lubricating oil or other oils and hydrocarbon-based liquids from engine-room systems being exhausted due to deterioration, contamination or due to maintenance activities. The oil being discharged from the 15 ppm equipment may also be discharged to this

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			<p>tank. For main and auxiliary engines, which require a complete change of the lubricating oil at sea, the capacity of the tank should be determined as 1.5 m<sup>3</sup> for each 1,000 kW engine rating.</p> <p>8.4 If a drain and leakage oil tank is installed, in addition to the requirement under regulation 17 it may be arranged at several locations in the engine-room. The oil being discharged from the 15 ppm equipment may also be discharged to this tank. The recommended capacity should be as follows:</p> <p>where,</p> <table border="1" data-bbox="1003 480 2152 703"> <thead> <tr> <th>Main engine rating (kW)</th> <th>Capacity (m<sup>3</sup>)</th> </tr> </thead> <tbody> <tr> <td>up to 10,000</td> <td>20 x D x p/106</td> </tr> <tr> <td>above 10,000</td> <td>D x (0.2 + 7 x (P-10,000)/106 )</td> </tr> </tbody> </table> <p>D = days; the same length of the voyage as used in the interpretation to regulation 17.</p> <p>P = main engine rating in kW.</p> <p>8.5 Bilge water holding tanks, if fitted, should have a capacity that provides to the ship the flexibility of operation in ports, coastal waters and special areas, without the need to discharge deoiled water overboard. The operational merit of not having to operate the 15 ppm equipment frequently should also be considered. The capacity of bilge water holding tanks should be as follows:</p> <p>Where, P = main engine rating in kW.</p> <table border="1" data-bbox="1003 1114 2152 1391"> <thead> <tr> <th>Main engine rating (kW)</th> <th>Capacity (m<sup>3</sup>)</th> </tr> </thead> <tbody> <tr> <td>up to 1,000</td> <td>1.5</td> </tr> <tr> <td>Above 1,000 up to 20,000</td> <td>1.5 + (P-1,000)/1,500</td> </tr> <tr> <td>above 20,000</td> <td>14.2 + 0.2 (P-20,000)/1,500</td> </tr> </tbody> </table>	Main engine rating (kW)	Capacity (m <sup>3</sup> )	up to 10,000	20 x D x p/106	above 10,000	D x (0.2 + 7 x (P-10,000)/106 )	Main engine rating (kW)	Capacity (m <sup>3</sup> )	up to 1,000	1.5	Above 1,000 up to 20,000	1.5 + (P-1,000)/1,500	above 20,000	14.2 + 0.2 (P-20,000)/1,500
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4	1-4 / 18	5. Notwithstanding the provisions of paragraph 2 of this regulation, the segregated ballast conditions for oil tankers less than 150 metres in length shall be to the <b>satisfaction of the Administration.</b>	<p>Refer to unified interpretation of Marpol 73/78, as amended, page 11</p> <p>1. In determining the minimum draught and trim of oil tankers less than 150 metres in length to be qualified as SBT oil tankers, the Administration should follow the guidance set out in <a href="#">appendix 1</a>.</p>
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	Regulation Item	Statutory Requirement	MARINA Guidance
			<p>2. The formulae set out in <a href="#">appendix 1</a> replace those set out in regulation <a href="#">18.2</a>, and these oil tankers should also comply with the conditions laid down in regulations <a href="#">18.3</a> and <a href="#">18.4</a> in order to be qualified as SBT oil tankers.</p>
5	I-4 / 18	<p>8.2 The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements <b>established by the Administration</b>. Such requirements shall contain at least all the provisions of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the Organization by resolution A.495(XII).</p>	<p>Refer to Resolution A.495(XII) – Annex I, Paragraph 6 on Dedicated Clean Ballast Tank Operation Manual, page 5</p> <p>6.1 The Dedicated Clean Ballast Tank Operation Manual specified in Regulation 13A(4)(a) of Annex I of MARPOL 73/78 shall contain the following:</p> <ol style="list-style-type: none"> <li>1. the complete text of the revised Specifications for Oil Tankers with Dedicated Clean Ballast Tanks;</li> <li>2. the drawings of the dedicated clean ballast tank systems;</li> <li>3. the description of the systems connected to the dedicated clean ballast tanks including the identity of the dedicated clean ballast tanks and .of the slop tank which may be any designated cargo tank;</li> <li>4. the dedicated clean ballast tank operation procedures containing specific operational procedures for valve operations, line cleaning and for loading and discharging clean ballast when conducted as follows: <ul style="list-style-type: none"> <li>4.1 prior to arrival and at the loading port;</li> <li>4.2 after departure from the loading port;</li> <li>4.3 prior to arrival at the final discharge port;</li> <li>4.4 in the final discharge port; and</li> <li>4.5 after departure from the final discharge port.</li> </ul> </li> </ol> <p>In Appendix 1 to these Specifications dedicated clean ballast tank operation procedures are included which apply generally to all tankers operating under the CBT concept;</p> <ol style="list-style-type: none"> <li>5. the checklists for ballasting and de-ballasting dedicated clean ballast tanks;</li> <li>6. requirements for the carriage of additional ballast;</li> <li>7. compliance procedures for Regulation 9 of Annex I of MARPOL 73/78; and</li> <li>8. additional precautions against oil pollution.</li> </ol>
6	I-4 / 18	<p>8.4 Every product carrier operating with dedicated clean ballast tanks shall be provided with a Dedicated Clean Ballast Tank Operation Manual† detailing the system and specifying operational</p>	<p>Tank Operation Manual shall comply with the requirements set by the resolution A.495(XII)</p> <p>--</p>

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		<p>procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in subparagraph 8.2 of this regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly.</p>	<p><i>PCG Memorandum Circular No. 06-2005, under Paragraph 5. General Requirement: Part B. Oil Tanker, Item 6.</i></p> <p><i>6. An oil tanker operating with dedicated clean ballast tanks shall be equipped with an oil content meter, duly approved by the PCG, to enable supervision of the oil content in ballasts water being discharged. The vessels shall further be provided with the following:</i></p> <p><i>a. Dedicated clean ballast tank operating manual and</i></p> <p><i>b. A supplement to the oil record book in the form specified in Annex II. The supplement shall be permanently attached to the Oil Record Book.</i></p>
7	I-4 / 20	<p>2.1 "Heavy diesel oil" means diesel oil other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organization</p>	<p>Refer to American Society for Testing and Materials' Standard Test Method (Designation D86)</p>
8	I-4 / 20	<p>2.2 "Fuel oil" means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organization.</p>	<p>Refer to American Society for Testing and Materials' Specification for Number Four Fuel Oil (Designation D396) or heavier</p>
9	I-4 / 23	<p>3.1 For oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: [outflow parameter calculations] for combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted to the satisfaction of the Administration, demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having an OM ≤ 0.015. [further calculations]</p>	<p>For combination carriers between 5,000 tonnes deadweight (DWT) and 200,000 m3 capacity, the mean oil outflow parameter may be applied, provided calculations are submitted demonstrating that, after accounting for its increased structural strength, the combination carrier has at least equivalent oil outflow performance to a standard double hull tanker of the same size having an OM ≤ 0.015.</p> <p>Calculations should consider the provisions of MEPC.122(52).</p>

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10	1-4 /28	3.4 <b>The Administration shall be satisfied</b> that the stability is sufficient during intermediate stages of flooding.	<ul style="list-style-type: none"> <li>Guidelines on IACS recommendation 110 is adopted</li> </ul>
11	1-4 / 28.	6.2 Notwithstanding the requirements of subparagraph .1 a stability instrument fitted on an oil tanker constructed before 1 January 2016 need not be replaced provided it is capable of verifying compliance with intact and damage stability, <b>to the satisfaction of the Administration</b>	<ul style="list-style-type: none"> <li>Stability instrument should comply with the requirements of IMO Circular MSC.1/Circ.1229.</li> </ul>
12	1-4 / 30.6.5	5.2 such part flow arrangements comply with the requirements <b>established by the Administration</b> , which shall contain at least all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges adopted by the Organization	<p>On oil tankers delivered on or before 31 Dec 1979, at sea dirty ballast water or oil-contaminated water from cargo tank areas may be discharged below the waterline, subsequent to or in lieu of the discharge by the method referred to in subparagraph 6.4 of this paragraph, provided that:</p> <p>.5.1 a part of the flow of such water is led through a permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation and</p> <p>.5.2 such part flow arrangements comply with the requirements which shall contain atleast all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges.</p> <p>Refer to Unified Interpretations on Appendix 4 Specifications for the design, installation and operation of a part flow system for control of overboard discharges</p>
13	1-4 / 30	7. Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is <b>to the satisfaction of the Administration</b> . Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between thesea chest valve and the inboard valve being filled with cargo.	<p>Refer to Unified Interpretation of Marpol 73/78, as amended, regulation 30.</p> <p>Examples of positive means may take the form of blanks, spectacle blanks, pipeline blinds, evacuation or vacuum systems, or air or water pressure systems. In the event that the evacuation or vacuum systems, or air or water pressure systems are used, then these systems are to be equipped with both a pressure gauge and alarm system to enable the continuous monitoring of the status of the pipeline section, and thereby the valve integrity, between the sea chest and inboard valves.</p> <p>Guideline for Pump room Sea Chest Valve Operation</p> <p>The "Cargo Sea Chest" shall NOT be opened without office permission except in case of emergency. If the sea valves are required to be opened for taking ballast or washing water, the residual oil in line shall be completely stripped; Pump shall be started first. After confirming sufficient vacuum in suction gauge, the concerned sea chest valve shall be opened in the presence of the Chief Officer. Sometimes in port, it is required to carry out line displacement of shore hose at high discharge rates using the cargo oil pump- after completion of discharge operations.</p> <p>Securing Indication for Closed Valves</p>

	Regulation Item	Statutory Requirement	MARINA Guidance
			<p>All the vessel's cargo lines, bunker line, and tank cleaning line valves should be marked in such a manner as to be unmistakable to personnel as to what valves they are operating. Manually operated valves on these lines, including the pump room valves, should be marked/numbered.</p> <p>Handwheels on manual valves shall be secured with a rope or twine to indicate its closed position. Valves that may be required to be opened in an emergency must be secured in a way that can be easily opened.</p> <p>Suitable securing arrangements should also be carried out for ancillary valves to sea chest arrangements (testing/blowing vent pipes in the pump room, etc.) to prevent accidental opening.</p> <p>Opening / Closing Speeds of Valves should be checked quarterly using "Quarterly Testing Record for Miscellaneous Equipment" and compared as per original timings, as specified by manufacturer.</p>
14	I-4/ 33	<p>2. Crude oil washing installation and associated equipment and arrangements shall comply with the requirements <b>established by the Administration</b>. Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the Organization† . When a ship is not required, in accordance with paragraph 1 of this regulation to be, but is equipped with crude oil washing equipment, it shall comply with the safety aspects of the above-mentioned Specifications.</p>	<p>Crude oil washing installation and associated equipment and arrangements shall comply in accordance with the requirements of the Revised specifications for the design, operation and control of crude oil washing systems, Resolution A.446 (XI), amended by A.497 (XII) and A.897 (21).</p>
15	I-4/ 35	<p>1. Every oil tanker operating with crude oil washing systems shall be provided with an Operations and Equipment Manual* detailing the system and equipment and specifying operational procedures. Such a Manual shall be <b>to the satisfaction of the Administration</b> and shall contain all the information set out in the specifications referred to in paragraph 2 of regulation 33 of this Annex. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly.</p>	<p>Every oil tanker operating with crude oil washing system shall be provided with an Operations and Equipment Manual in accordance with the requirements of MEPC.3 (XII) amended by MEPC.81 (43)</p>
16	1-4 /41	<p>1 Any oil tanker involved in STS operations shall carry on board a Plan prescribing how to conduct STS operations (STS operations Plan) not later than the date of the first annual, intermediate or renewal survey of the ship to be carried out on or after 1 January 2011. Each oil tanker's STS operations Plan <b>shall be</b></p>	<p>Refer to MEPC .186 (59), Chapter 8(new added chapter) Regulation 41</p>

	Regulation Item	Statutory Requirement	MARINA Guidance
		approved by the Administration. The STS operations Plan shall be written in the working language of the ship.	
<b>ANNEX II - Regulation for the Control of Pollution by Noxious Liquid Substance in Bulk</b>			
20	II-1 / 5	3.4. Be provided with pumping and piping arrangements which, to the satisfaction of the Administration, ensure that the quantity of cargo residue remaining in the tank and its associated piping after unloading does not exceed the applicable quantity of residue as required by regulation 12.1, 12.2 or 12.3	Refer to Annex II Regulation for the control of pollution by Noxious Liquid Substance in Bulk.  The discharge into the sea of substances in Category A as defined in Regulation 3(1)(a) of this Annex or of those provisionally assessed as such or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility until the concentration of the substance in the effluent to such facility is at or below the residual concentration prescribed for that substance in column III of Appendix II to this Annex and until the tank is empty. Provided that the residue then remaining in the tank is subsequently diluted by the addition of a volume of water of not less than 5 per cent of the total volume of the tank, it may be discharged into the sea when all the following conditions are also satisfied
21	II -4 / 11	2. In respect of ships other than chemical tankers or liquefied gas carriers certified to carry noxious liquid substances in bulk identified in chapter 17 of the International Bulk Chemical Code, the Administration shall establish appropriate measures based on the Guidelines* developed by the Organization in order to ensure that the provisions shall be such as to minimize the uncontrolled discharge into the sea of such substances.	<ul style="list-style-type: none"> <li>OSV Chemical Code (Resolution A.1122(30)) for vessels constructed on or after 1 July 2018</li> <li>Existing OSVs the keel of which were laid or which were at a similar stage of construction on or after 19 April 1990 and before 1 July 2018 may be permitted to carry products as assigned for carriage on a type 2 ship in the IBC Code, provided that those OSVs comply with the present Code, except for the stability provisions in chapter 2 of the present Code, and subject to the satisfaction of the Administration.</li> <li>For vessels constructed before 1 July 2018, the Administration may consider application of LHNS Guidelines [Resolutions A.673(16), as amended by resolution MEPC.158(55) and MEPC.148(54)]</li> </ul>
22	II-4 / 12	5. Pumping performance tests referred to in paragraph 1,2 and 3 of this regulation shall be approved by the Administration. Pumping performance tests shall use water as the test medium.	The pumping performance test should meet the requirements appendix V of MARPOL Annex II and to be approved by the Administration or its RO.
<b>ANNEX IV - Regulation for the Prevention of Pollution by Sewage from Ship</b>			
23	IV-3 / 9	1.2. A sewage comminuting and disinfecting system approved by the Administration. Such system shall be fitted with facilities to the satisfaction of the Administration, for the temporary storage of sewage when the ship is less than 3 nautical miles from the nearest land	<ul style="list-style-type: none"> <li>Faecal Coliform Standard: Faecal coliform bacteria in the effluent should not exceed 1000/100 cm<sup>3</sup> Most Probable Number (M.P.N.);</li> <li>Chlorine residual level to be no more than 0.5mg/l, (by test) post maceration;</li> <li>Comminuting Standard: A sample of one litre is passed through a US Sieve No. 12 (with openings of 1.68 mm). The weight of the material retained on the screen after it has been dried to a constant weight in an oven at 103°C must not exceed 10% of the total suspended solids and shall not be more than 50mg.</li> </ul>

	Regulation Item	Statutory Requirement	MARINA Guidance
24	IV-3 / 9	1.3 A holding tank of the capacity <b>to the satisfaction of the Administration</b> for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed <b>to the satisfaction of the Administration</b> and shall have a means to indicate visually the amount of its contents.	<p>MARINA has issued Memorandum Circular No. SR -2020-02 for the Rules and Regulation on the construction of Tank and Installation of Equipment to collect, store and treat sewage from ships in compliance to Annex IV of Marpol 73/78, as amended, under Paragraph IV .General Provision. The Guidelines for capacity calculation of sewage system and /or holding tanks shall be attached as Annex A and B of this MC.</p> <p>Refer to Marpol Annex IV, Regulation 10, Item 1 and PCG MC No. 10-14, under Section VI - Policies, Item I for Holding tank Standard dimension of Flanges for Discharge Connection.</p>
25	IV-3 / 9	2.2 A holding tank of the capacity <b>to the satisfaction of the Administration</b> for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors. The holding tank shall be constructed <b>to the satisfaction of the Administration</b> and shall have a means to indicate visually the amount of its contents	<p>MARINA has issued Memorandum Circular No. SR -2020-02 for the Rules and Regulation on the construction of Tank and Installation of Equipment to collect, store and treat sewage from ships in compliance to Annex IV of Marpol 73/78, as amended, under Paragraph IV .General Provision. The Guidelines for capacity calculation of sewage system and /or holding tanks shall be attached as Annex A and B of this MC.</p> <p>Refer to Marpol Annex IV, Regulation 10, Item 1 and PCG MC No. 10-14, under Section VI - Policies, Item I for Holding tank Standard dimension of Flanges for Discharge Connection.</p>
26	IV-3 / 10	1. For ships in dedicated trades, i.e. passenger ferries, alternatively the ship's discharge pipeline may be fitted with a discharge connection which <b>can be accepted by the Administration</b> , such as quick-connection couplings.	The arrangement may be accepted on case-by-case basis subject to quick connection coupling complying with national / international standard (e.g.ASTM F1122) and acceptable to the ports / reception facilities to be visited



	Regulation Item	Statutory Requirement	MARINA Guidance
27	IV-3 / 11	<p>1.1 the ship is discharging comminuted and disinfected sewage using a system approved by the Administration in accordance with regulation 9.1.2 of this Annex at a distance of more than 3 nautical miles from the nearest land, or sewage which is not comminuted or disinfected, at a distance of more than 12 nautical miles from the nearest land, provided that, in any case, the sewage that has been stored in holding tanks, or sewage originating from spaces containing living animals, shall not be discharged instantaneously but at a moderate rate when the ship is en route and proceeding at not less than 4 knots; the rate of discharge shall be approved by the Administration based upon standards developed by the Organization;</p>	<ul style="list-style-type: none"> <li>Refer to the Recommendation on standards for the rate of discharge of untreated sewage from ships (Resolution MEPC. 157(55)).</li> </ul>
<b>ANNEX VI - Regulation for the Prevention of Air Pollution from Ships</b>			
28	VI -3 / 13	<p>1.1.2 each marine diesel engine with a power output of more than 130 kW that undergoes a major conversion on or after 1 January 2000 except when demonstrated to the satisfaction of the Administration that such engine is an identical replacement to the engine that it is replacing and is otherwise not covered under paragraph 1.1.1 of this regulation.</p>	<p>IACS Unified interpretation MPC 103 may be adopted</p>
29	VI -3 / 13	<p>1.2.2 a marine diesel engine installed on a ship solely engaged in voyages within waters subject to the sovereignty or jurisdiction of the State the flag of which the ship is entitled to fly, provided that such engine is subject to an alternative NOx control measure established by the Administration.</p>	<p>We adopt the requirements of MARPOL Annex VI/Reg.13 or based on compliance to equivalent criteria as specified in MARPOL Annex VI/Reg.4 ( e.g. alternative fuel oils ,SCR etc.)</p>

	Regulation Item	Statutory Requirement	MARINA Guidance
30	VI -3 / 13	5.2.2 a marine diesel engine installed on a ship with a combined nameplate diesel engine propulsion power of less than 750 kW if it is demonstrated, <b>to the satisfaction of the Administration</b> , that the ship cannot comply with the standards set forth in paragraph 5.1.1 of this regulation because of design or construction limitations of the ship.	In compliance with the Rules of IACS member accredited by the Administration
31	VI -3 / 13	7.2 Subparagraph 7.1 shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in subparagraph 7.1. If a shipowner of a ship on which an Approved Method is to be installed can demonstrate <b>to the satisfaction of the Administration</b> that the Approved Method was not commercially available despite best efforts to obtain it, then that Approved Method shall be installed on the ship no later than the next annual survey of that ship which falls after the Approved Method is commercially available.	In compliance with the Rules of IACS member accredited by the Administration
32	VI -3 / 16 (page 288)	6.1 Except as provided in paragraph 6.2 of this regulation, each incinerator on a ship constructed on or  after 1 January 2000 or incinerator that is installed on board a ship on or after 1 January 2000 shall meet  the requirements contained in appendix IV to this Annex. Each incinerator subject to this paragraph <b>shall be approved by the Administration</b> taking into account the standard specification for shipboard incinerators developed by the Organization;:	<ul style="list-style-type: none"> <li>• The incinerators installed on ships constructed on or after 1 January 2000 or units which are installed on existing ships on or after that date are to Type Approved in accordance with resolution MEPC.76(40) – as modified by resolution MEPC.93(45) or MEPC.244(66)</li> <li>• The incinerators with a capacity greater than 1,500 kW and up to 4,000 kW can be type-approved under the existing Standard specification for shipboard incinerators (resolution MEPC.76(40), as amended by resolution MEPC.93(45))</li> </ul>