

## ANNEX

Shipping companies may adopt the procedures described below with respect to implementation of Reg. 37.4 of MARPOL Annex I (revised). Accordingly, they are requested to take the steps necessary to have the applicable ships in their respective fleets comply with this new requirement by not later than 1 January 2007. These procedures are based on the criteria with which the fifty-fifth session of the IMO Marine Environment Protection Committee (MEPC 55) in October 2006 concurred.

### 1. Steps to be taken to comply with the new requirement

#### (1) Establishment of access

All applicable tankers will be required to have a suitable means for promptly accessing a shored-based firm\* having computer programs capable of conducting damage stability and residual structural strength calculations for the ship, and further to document this means of access and to retain a copy of such documentation onboard. In the event that the shored-based firm is an entity entrusted with the task of conducting the calculations, the means of accessing the firm from the ship is to be clearly described in the document.

In addition, a copy of the contract for such calculation services (see item (3) below) is to be attached to this document. For example, if the means of access is via the ship management company, then the specific manner of contact (ship ↔ ship management company ↔ firm providing calculation service) is to be clearly indicated. Further, a direct means of accessing the calculation service provider from the ship directly when necessary, is also to be clearly described.

\* “Shore-based firm” means the shore facility that maintains the damage stability and residual structural strength calculation program and that provides the calculation service. The shore-based firm is to be one of the following:

- (i) an entity entrusted with providing the calculation service, such as a classification society recognized by the Administration or Shipping Companies with internal specialized resources including the ship management company.

(2) Shipboard Oil Pollution Emergency Plan

Ship-owners will also need to add the contact point for the above calculation service provider to the list of contact points attached to the Shipboard Oil Pollution Emergency Plan (SOPEP) in accordance with the means of access described above.

“Contact point” means the first point of access onshore to be contacted from the ship in the event that damage stability and residual structural strength calculations become necessary. Thus, if the ship is to access the shore-based firm directly, the shore-based firm becomes the contact point.

If, however, the shore-based firm providing the calculation service is to be accessed via the shipping company, then the shipping company is to be indicated as the contact point.

In either case, the Shipboard Oil Pollution Emergency Plan need not be re-approved.

(3) Retention of copy of service contract onboard

When the shore-based firm is an independent entity providing the calculation services, a copy of the contract between the shipping

company and the service provider who conducts the stability and residual structural strength calculations is to be kept onboard. If the damage stability and residual structural strength calculations are to be done by the shipping company, then a document stating that the shipping company is to conduct the calculations is to be kept onboard instead of the contract mentioned above.

(4) Retention of statement of capability onboard

A statement from the shore-based firm indicating that it is capable of providing computer calculation capabilities as per MARPOL I, Res.37.4 is also to be kept onboard. (This requirement need not apply in those cases where a provision is already included in the calculation service contract to this effect.) If the shore-based firm providing the calculation support is the shipping company itself, a statement of capability by the shipping company is to be noted in the document described in item (3) above and kept onboard.

2. Surveys

Surveyors of Classification Societies (R.O.), MMD, are to confirm that copies of the contract and statement mentioned above are kept onboard and verify that it is possible to access the shore-based firm at all periodic MARPOL 73/78 Annex I surveys (including initial survey) carried out on or after 1 January 2007.