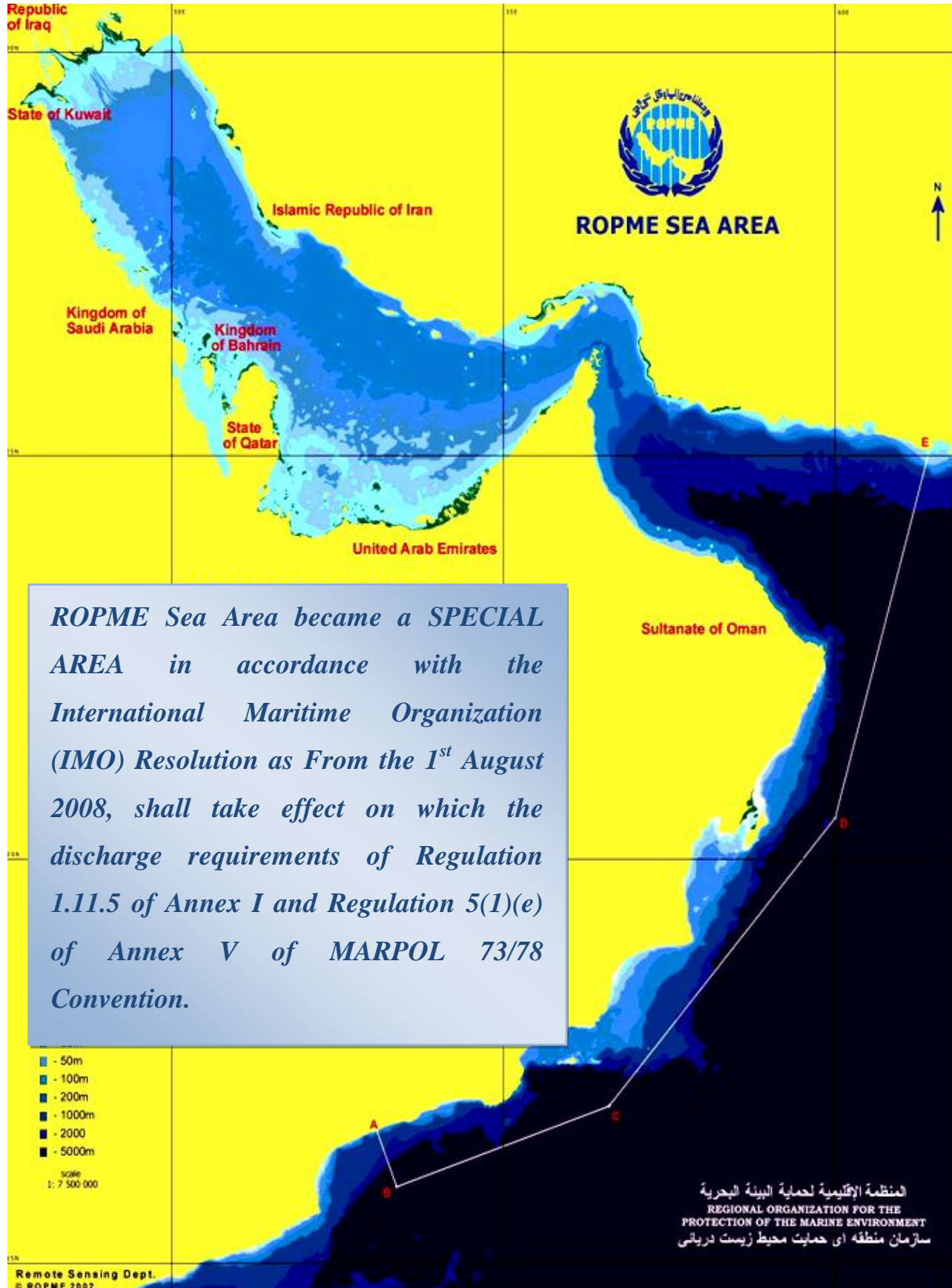


ROPME SEA AREA A SPECIAL SEA AREA



ROPME Sea Area became a SPECIAL AREA in accordance with the International Maritime Organization (IMO) Resolution as From the 1st August 2008, shall take effect on which the discharge requirements of Regulation 1.11.5 of Annex I and Regulation 5(1)(e) of Annex V of MARPOL 73/78 Convention.

RESOLUTION MEPC. 168(56)

Adopted on 13 July 2007

**ESTABLISHMENT OF THE DATE ON WHICH THE AMENDMENTS TO
REGULATION 1.11.5 OF MARPOL ANNEX I
AND AMENDMENTS TO REGULATION 5(1)(e) OF MARPOL Annex V
IN RESPECT OF THE GULFS AREA SPECIAL AREA SHALL TAKE EFFECT**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38 of the Convention on the International Maritime Organization concerning the functions of the Committee,

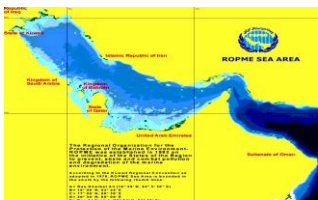
NOTING regulation 1.11.5 of Annex I and regulation 5(1)(e) of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78), define the Gulfs area as a Special Area under Annex I and V respectively, as adopted in 1973,

NOTING ALSO the definition of the Special Area under MARPOL Annex I and V, i.e. a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of pollution of the sea by oil and by garbage, respectively, is required,

NOTING FURTHER the information provided in document MEPC 56/8/2, submitted by Bahrain, Islamic Republic of Iran, Kuwait, Oman, Qatar, Saudi Arabia and the United Arab Emirates, representing all States bordering Gulfs area Special Area, that adequate reception facilities are provided in all major ports within the said Special Area, in accordance with the provisions of regulation 38.4 of MARPOL Annex I and regulation 5(4)(a) of MARPOL Annex V,

HAVING CONSIDERED the matter to establish the date, on which the discharge requirements of regulation 1.11.5 of MARPOL Annex I and regulation 5(1)(e) of MARPOL Annex V in respect of the Gulfs area Special Area shall take effect,

1. DECIDES that the discharge requirements for Special Areas in regulations 15 and 34 of MARPOL Annex I and regulation 5 of MARPOL Annex V for the Gulfs area Special Area shall take effect on 1 August 2008, in accordance with the requirements set out in regulation 38.6.1 of MARPOL Annex I and regulation 5(4)(b) of MARPOL Annex V;
 2. ENCOURAGES Member Governments and industry groups to comply immediately on a voluntary basis with the Special Area requirements for the Gulfs area;
 3. REQUESTS the Secretary-General to notify, in conformity with regulation 38.6 of MARPOL Annex I and regulation 5(4)(b) of MARPOL Annex V, all Parties to MARPOL 73/78 of the aforementioned decision 31 July 2007; and
 4. FURTHER REQUESTS the Secretary-General to notify all Members of the Organization of the aforementioned decision.
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ROPME SEA AREA: SPECIAL AREA

MARPOL 73/78 Annex I & V

GARBAGE TYPE	OUTSIDE SPECIAL AREAS	INSIDE SPECIAL AREAS
ALL PLASTICS, INCLUDING BUT NOT LIMITED TO FISHING NETS, SYNTHETIC ROPES, PLASTIC GARBAGE BAGS AND INCINERATOR ASHES FROM PLASTIC PRODUCTS.	PROHIBITED	PROHIBITED
FLOATING DUNNAGE, LINING AND PACKING MATERIALS	PROHIBITED LESS THAN 25 NM FROM LAND	PROHIBITED
FOOD WASTE, PAPER, RAGS, GLASS, METAL, BOTTLES, CROCKERY AND SIMILAR REFUSE	PROHIBITED LESS THAN 12 NM FROM LAND	PROHIBITED
FOOD WASTE COMMINUTED OR GROUND	PROHIBITED LESS THAN 3 NM FROM NEAREST LAND	PROHIBITED LESS THAN 12 NM FROM NEAREST LAND

DISPOSAL OF GARBAGE FROM SHIPS ACCORDING TO MARPOL - THIS APPLIES TO ALL SHIPS REGARDLESS OF SIZE.

SPECIAL AREA FOR THE GULF IS THE AREA NORTH -WEST OF A RHUMB LINE BETWEEN RAS AL HADD AND RAS AL FASTEH (SULTANATE OF OMAN)

IT IS PROHIBITED TO DISCHARGE ANY GARBAGE INTO THE SEA EXCEPTING FOOD WASTE WHEN THE SHIP IS MORE THAT 12 NM FROM NEAREST LAND - THIS APPLIES TO ALL SHIPS AND OFFSHORE PLATFORMS REGARDLESS OF SIZE



Any violation observed to be reported directly to the nearest State Authorities or MEMAC

Marine Emergency Mutual Aid Centre (MEMAC) Tel. + 973 17 274554 Fax. + 973 17 274551 e-mail: memac@batelco.com.bh

Control of Discharge of Oil(Machinery Space of all Ships)	Outside Special Area	In Special Area
Ships of 400 GT and above	Prohibited to discharge oil or oily mixture into the Sea except when all of the following conditions are satisfied: <ul style="list-style-type: none"> - The ship is proceeding en route - The oily mixture is processed through an Oil Filtering Equipment (Any ships of 400 GT and above but less than 10,000 GT Oil Filtering Equipment) (Any ships of 10,000 GT and above Oil Filtering Equipment with the alarm arrangements and automatic stopping device) - The oil content of the effluent without dilution does not exceed 15 ppm - The oily mixture does not originate from cargo Pump- room bilges on Oil Tankers - The oily mixture, in case of Oil Tankers, is not mixed with Oil Cargo residues 	Prohibited to discharge oil or oily mixture into the Sea except when the following conditions are satisfied: <ul style="list-style-type: none"> - The ship is proceeding en route; - The oily mixture is processed through an Oil Filtering Equipment with alarm arrangements and automatic stopping device - The oil content of the effluent without dilution does not exceed 15 ppm - The oily mixture does not originate from cargo pump-room bilges on oil tankers - The oily mixtures, in case of Oil Tankers, is not mixed with Oil Cargo residues
Ships of less than 400 GT	Oil and all oily mixtures shall either retain on board for subsequent discharge to reception facilities or discharge into sea in accordance with the following provisions: <ul style="list-style-type: none"> - The ship is proceeding en route - The ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 ppm - The oily mixture does not originate from cargo Pump- room bilges on Oil Tankers - The oily mixture, in case of Oil Tankers, is not mixed with Oil Cargo residues 	Oil and all oily mixtures shall either be retained on board for subsequent discharge to reception facilities or discharge into sea in accordance with the following provisions: <ul style="list-style-type: none"> - The ship is proceeding en route - The ship has in operation equipment of a design approved by the Administration that ensures that the oil content of the effluent without dilution does not exceed 15 ppm - The Oily mixture does not originate from cargo Pump-room bilges on Oil Tankers - The oily mixture, in case of Oil Tankers, is not mixed with Oil Cargo residues
Oil Tankers of 150 GT and above	Prohibited to discharge oil or oily mixture into the Sea except when all of the following conditions are satisfied: <ul style="list-style-type: none"> - The Tanker is not within a Special Area - The Tanker is more than 50 nm (Nautical miles) from the nearest land - The Tanker is proceeding en route - The instantaneous rate of discharge of oil content does not exceed 30 liter per nm - The total quantity of oil discharged into the sea does not exceed 1/15,000 of the total quantity of the particular cargo of which the residue formed a part (for the Tankers delivered on or before 31 December 1979 and 1/30,000 for the Tankers delivered after 31 December 1979) - The Tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement 	Prohibited to discharge any oil or oily mixture from the Cargo area
Oil Tankers of less than 150 GT	- Retention of oil on board with subsequent discharge of all contaminated washing to reception facilities	- Same as outside Special Area