



MARPOL Annex I

MARPOL Regulation	Topic	Text of regulation	SMNO requirement
Annex I Reg. 10.9.3	Transfer of flag	<p>9 A certificate issued under regulation 7 or 8 of this Annex shall cease to be valid in any of the following cases:</p> <p>.3 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulations 6.4.1 and 6.4.2 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.</p>	
Annex I Reg. 12A.12	Oil fuel tank protection – approval of the design and construction of ships	<p>12 In approving the design and construction of ships to be built in accordance with this regulation, Administrations shall have due regard to the general safety aspects, including the need for maintenance and inspection of wing and double bottom tanks or spaces.</p>	Rules for oil tankes of ROs recognized by the SMNO shall comply with the requirements of SOLAS II-1/3-10. Furthermore for the survey of oil tankers ROs shall apply the ESP Code for survey and inspection of bulk carriers and oil tankers.
Annex I Reg. 14.3	Oil filtering equipment – volume of oil bilge holding tank	<p>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, to the satisfaction of the Administration, 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.</p>	Ships not provided with oil filtering equipment in accordance with this regulation, shall prove that their holding tank capacity is 1.5 times the calculated capacity required for the maximum expected time span between discharges to a reception facility.

Annex I Reg. 14.4	Oil filtering equipment – ships of less than 400 gross tonnage	4 The Administration shall ensure 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.	ROs recognized by the SMNO are requested to ensure that ships of less than 400 GT are in compliance with MARPOL Annex 1, Regulation 15.6.
Annex I Regs. 14.6 and 14.7	Oil filtering equipment – approval	<p>6 Oil filtering equipment referred to in paragraph 1 of this regulation 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 considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization.*</p> <p>* Refer to the Recommendation on international performance and test specification for oily-water separating equipment and oil content meters (resolution A.393(X)), Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.60(33)), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33)-compliant oil filtering equipment (resolution MEPC.205(62)), or Revised guidelines and specification for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49), as amended by resolution MEPC.285(70)).</p> <p>7 Oil filtering equipment referred to in paragraph 2 of this regulation shall comply with paragraph 6 of this regulation. 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. In considering the design of such equipment and approvals, the Administration shall have regard to the specification recommended by the Organization.*</p> <p>* Refer to the Recommendation on international performance and test specification for oily-water</p>	<p>Oil filtering equipment used on board ship of 400 gross tonnage and above shall be in compliance with specifications recommended by the IMO* and approved by a RO recognized by the SMNO.</p> <p>*Refer to the Recommendation on international performance and test specification for oily-water separating equipment and oil content meters (resolution A.393(X)), Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.60(33)), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33)-compliant oil filtering equipment (resolution MEPC.205(62)), or Revised guidelines and specification for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49), as amended by resolution MEPC.285(70)).</p>

		separating equipment and oil content meters (resolution A.393(X)), Guidelines and specifications for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.60(33)), the 2011 Guidelines and specifications for add-on equipment for upgrading resolution MEPC.60(33)-compliant oil filtering equipment (resolution MEPC.205(62)), or Revised guidelines and specification for pollution prevention equipment for machinery space bilges of ships (resolution MEPC.107(49), as amended by resolution MEPC.285(70)).	
Annex I Regs. 18.8.2	Requirements for product carriers of 40,000 tonnes deadweight and above—arrangement and operation, approval of oil content meter, clean ballast tank operational manual	<p>8 Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, as defined in regulation 1.28.3, shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs 2 and 3 of this regulation, or alternatively operate with dedicated clean ballast tanks in accordance with the following provisions:</p> <p>.2 The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements established by the Administration. 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>	Arrangements and operational procedures for dedicated clean ballast tanks of product carriers delivered on or before 1 June 1982 shall comply with the requirements of IMO Res. A.495(XII).
Annex I Regs. 18.8.4	Requirements for product carriers of 40,000 tonnes deadweight and above—arrangement and operation, approval of oil content meter, clean ballast tank operational manual	<p>8 Every product carrier of 40,000 tonnes deadweight and above delivered on or before 1 June 1982, as defined in regulation 1.28.3, shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs 2 and 3 of this regulation, or alternatively operate with dedicated clean ballast tanks in accordance with the following provisions:</p> <p>.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</p>	Clean Ballast Tank Operation Manuals for product carriers delivered on or before shall comply with the standard format in IMO Res. A.495(XII).

		<p>specifying operational 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>† Refer to resolution A.495(XII) for the standard format of the Manual.</p>	
Annex I Reg. 23.3.1	Accidental oil outflow performance – calculation of mean oil outflow parameter	<p>3 To provide adequate protection against oil pollution in the event of collision or stranding the following shall be complied with:</p> <p>.1 for oil tankers of 5,000 tonnes deadweight (DWT) and above, the mean oil outflow parameter shall be as follows: $OM \leq 0.015$ for $C \leq 200,000$ m³ $OM \leq 0.012 + (0.003/200,000) (400,000 - C)$ for $200,000$ m³ < C < $400,000$ m³ $OM \leq 0.012$ for $C \geq 400,000$ m³</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 to the satisfaction of the Administration, demonstrating that after accounting for its increased structural strength, the combination carrier has at least equivalent oil out flow performance to a standard double hull tanker of the same size having a $OM \leq 0.015$.</p> <p>$OM \leq 0.021$ for $C \leq 100,000$ m³ $OM \leq 0.015 + (0.006/100,000) (200,000 - C)$ for $100,000$ m³ < $C \leq 200,000$ m³</p> <p>where: OM = mean oil outflow parameter. C = total volume of cargo oil, in m³, at 98% tank filling</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 the respective calculations are approved by a RO recognized by the SMNO before issuing the IOPP Certificate. The RO is requested to verify that the oil outflow performance of such combination carriers is at least equivalent to a standard double hull tanker of the same size ($OM \leq 0.015$).</p>
Annex I Reg. 28.3.4	Subdivision and damage stability – sufficient stability during flooding Subdivision and damage stability – issuing a document of	<p>3 Oil tankers shall be regarded as complying with the damage stability criteria if the following requirements are met:</p>	<p>For calculating the damage stability of oil tankes IACS Rec. 110 shall be applied. With regard to intermediate stages of flooding in particular paragraph 9.1 of IACS Rec. 110 applies: <i>The stability criteria applicable to the final equilibrium stage should also be satisfied for all intermediate stages. If any</i></p>

	approval for the stability instrument	.4 The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.	<i>stability criteria during intermediate stages shows more severe values than in the final stage of flooding this intermediate stages should also be submitted.</i>
Annex I Reg. 30.6.5.2		5 On oil tankers delivered on or before 31 December 1979 , as defined in regulation 1.28.1, 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:2 such part flow arrangements comply with the requirements established by the Administration , 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*.	
Annex I Reg. 30.7	Pumping, piping and discharge arrangement – positive means of loading, transporting or discharging cargo	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 to the satisfaction of the Administration . 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 the sea chest valve and the inboard valve being filled with cargo.	Positive means should follow the concept provided for in the samples given in MARPOL Annex I Unified Interpretation 64 "Examples of positive means". Sea chests permanently connected to the cargo pipeline system shall be approved accordingly by a RO recognized by the SMNO.
Annex I Regs. 31.2	Oil discharge monitoring and control system – approval	2 In considering the design of the oil content meter to be incorporated in the system, the Administration shall have regard to the specification recommended by the Organization.* The system shall be fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or	1. Oil content meters installed on oil tankers built prior to 2 October 1986, shall comply and be type approved following Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters (resolution A.393(X)). 2. Oil content meters as part of discharge monitoring and

		<p>the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years. The oil discharge monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by regulation 34 of this Annex. Any failure of this monitoring and control system shall stop the discharge. In the event of failure of the oil discharge monitoring and control system a manually operated alternative method may be used, but the defective unit shall be made operable as soon as possible. Subject to allowance by the port State authority a tanker with a defective oil discharge monitoring and control system may undertake one ballast voyage before proceeding to a repair port.</p> <p>* For oil content meters installed on oil tankers built prior to 2 October 1986, refer to the Recommendation on international performance and test specifications for oily-water separating equipment and oil content meters (resolution A.393(X)). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 2 October 1986, refer to Guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution A.586(14)). For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 1 January 2005, refer to Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution MEPC.108(49)), as amended by resolution MEPC.240(65)).</p>	<p>control systems installed on oil tankers built on or after 2 October 1986, shall comply and be type approved following the Guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution A.586(14)).</p> <p>3. For oil content meters as part of discharge monitoring and control systems installed on oil tankers built on or after 1 January 2005, shall comply and be type approved following the Revised Guidelines and specifications for oil discharge monitoring and control systems for oil tankers (resolution MEPC.108(49)), as amended by resolution MEPC.240(65)).</p>
Annex I Reg. 33.1	Crude oil washing requirement –compliance with requirement	<p>1 Every crude oil tanker of 20,000 tonnes deadweight and above delivered after 1 June 1982, as defined in regulation 1.28.4, shall be fitted with a cargo tank cleaning system using crude oil washing. The Administration shall ensure that the system fully complies with the requirements of</p>	ROs recognized by the SMNO are requested to apply Res. A.1156(32), HSSC.

		<p>this regulation within one year after the tanker was first engaged in the trade of carrying crude oil or by the end of the third voyage carrying crude oil suitable for crude oil washing, whichever occurs later.</p>	
Annex I Reg. 35.1	Crude oil washing operations –Operations and Equipment Manual	<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 to the satisfaction of the Administration 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>* Refer to the Standard format of the Crude Oil Washing Operation and Equipment Manual (resolution MEPC.3(XII), as amended by resolution MEPC.81(43)).</p>	Crude Oil Washing Operation and Equipment Manuals shall comply with the <i>Standard format of the Crude Oil Washing Operation and Equipment Manual</i> (resolution MEPC.3(XII), as amended by resolution MEPC.81(43)).
Annex I, Reg. 38.9.2	Reception facilities	<p>9 Notwithstanding paragraphs 5, 7 and 8 of this regulation, the following rules apply to the Antarctic area:</p> <p>...</p> <p>.2 The Government of each Party to the present Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, are fitted with a tank or tanks of sufficient capacity on board for the retention of all residue (sludge), dirty ballast, tank washing water and other oily residues and mixtures while operating in the area and have concluded arrangements to discharge such oily residues at a reception facility after leaving the area.</p>	Before issuing a Polar Ship Certificate, the RO recognized by the SMNO shall verify compliance with MARPOL Annex I, Reg. 38.9.2

MARPOL Annex II

MARPOL Regulation	Topic	Text of regulation	SMNO requirement
Annex II Regs. 5.3.4 and 5.3.5	Equivalentents – pumping and piping arrangement, approval of manual	<p>3 Notwithstanding the provisions of paragraphs 1 and 2 of this regulation, the construction and equipment of liquefied gas carriers certified to carry Noxious Liquid Substances listed in the applicable Gas Carrier Code, shall be deemed to be equivalent to the construction and equipment requirements contained in regulations 11 and 12 of this Annex, provided that the gas carrier meets all following conditions:</p> <p>.1 hold a Certificate of Fitness in accordance with the appropriate Gas Carrier Code for ships certified to carry liquefied gases in bulk;</p> <p>.2 hold an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk, in which it is certified that the gas carrier may carry only those Noxious Liquid Substances identified and listed in the appropriate Gas Carrier Code;</p> <p>.3 be provided with segregated ballast arrangements;</p> <p>.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; and</p> <p>.5 be provided with a Manual, approved by the</p>	Pumping and piping arrangements of gas carriers shall be in compliance with the applicable requirements of the IGC Code and with the rules of a classification society recognized by the SMNO.

		<p>Administration, ensuring that no operational mixing of cargo residues and water will occur and that no cargo residues will remain in the tank after applying the ventilation procedures prescribed in the Manual.</p>	
<p>Annex II Reg. 10.9.3</p>	<p>Transfer of flag</p>	<p>9 A Certificate issued under regulation 9 of this Annex shall cease to be valid in any of the following cases:</p> <p>.1 if the relevant surveys are not completed within the periods specified under regulation 8.1 of this Annex;</p> <p>.2 if the Certificate is not endorsed in accordance with regulation 8.1.3 or 8.1.4 of this Annex;</p> <p>.3 upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulation 8.3.1 and 8.3.2 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.</p>	<p>Recognized Organizations authorized by the SMNO to issue certificates under MARPOL Annex II on behalf of the SMNO are requested to conduct surveys in accordance with the Conventions Switzerland is a party to, including MARPOL Annex II, and the HSSC Survey Guidelines and to ensure compliance with all applicable requirements. Respective details are regulated in the authorization contracts.</p>
<p>Annex II Reg. 11.2</p>		<p>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.</p> <p>* Refer to resolution A.1122(30) (which supersedes resolution A.673(16), as amended by resolution MEPC.158(55)), and to resolution MEPC.148(54).</p>	<p>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 shall comply with resolution A.1120(30) (which supersedes resolution A.673(16), as amended by resolution MEPC.158(55)), and with resolution MEPC.148(54).</p>

MARPOL Annex IV

MARPOL Regulation	Topic	Text of regulation	SMNO requirement
Annex IV Reg. 8.8.2	Transfer of flag	<p>5 If a ship at the time when a Certificate expires is not in a port in which it is to be surveyed, the Administration may extend the period of validity of the Certificate but this extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed and then only in cases where it appears proper and reasonable to do so. No Certificate shall be extended for a period longer than three months, and a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port without having a new Certificate. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.</p> <p>6 A Certificate issued to a ship engaged on short voyages which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it. When the renewal survey is completed, the new Certificate shall be valid to a date not exceeding five years from the date of expiry of the existing Certificate before the extension was granted.</p> <p>8 A Certificate issued under regulation 5 or 6 of this Annex shall cease to be valid in either of the following cases:</p> <p>.1 if the relevant surveys are not completed within the</p>	<p>Recognized Organizations authorized by the SMNO to issue certificates under MARPOL Annex II on behalf of the SMNO are requested to conduct surveys in accordance with the Conventions Switzerland is a party to, including MARPOL Annex IV, and the HSSC Survey Guidelines and to ensure compliance with all applicable requirements. Respective details are regulated in the authorization contracts.</p>

		<p>periods specified under regulation 4.1 of this Annex; or .2 upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in compliance with the requirements of regulations 4.7 and 4.8 of this Annex. In the case of a transfer between Parties, if requested within 3 months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the Certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.</p> <p>*Refer to the Guidance on the timing of replacement of existing certificates issued after the entry into force of amendments to certificate in IMO instruments (MSC-MEPC.5/Circ.6).</p>	
Annex IV Reg. 9.1	Approval of sewage systems	<p>1 Every ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex shall be equipped with one of the following sewage systems:</p> <p>.1 a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization*, or</p> <p>* Refer to the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants (resolution MEPC.2(VI)), Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC (resolution MEPC.159(55)) (see Unified Interpretation 3), or the 2012 Guidelines on implementation of effluent standards and performance</p>	<p>.2 Sewage comminuting and disinfecting systems shall meet the standards developed by the organization (resolution MEPC.2(VI)), Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC (resolution MEPC.159(55)) (see Unified Interpretation 3), or the 2012 Guidelines on implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64), as amended by resolution MEPC.284(70)) and shall be approved by a RO recognized by the SMNO.</p> <p>.3 Sewage holding tanks shall have following capacity for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors.</p>

		<p>tests for sewage treatment plants (resolution MEPC.227(64), as amended by resolution MEPC.284(70))</p> <p>.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, or</p> <p>.3 a holding tank of the capacity to the satisfaction of the Administration 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 to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.</p>	<p style="text-align: center;"><u>Liters per Person Per Day</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Conventional System</td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">Vacuum System</td> </tr> <tr> <td>Sewage (black water)</td> <td style="text-align: center;">60</td> <td style="text-align: right;">25</td> </tr> <tr> <td>Sewage (black/grey water)</td> <td style="text-align: center;">230</td> <td style="text-align: right;">185</td> </tr> </table>	Conventional System		Vacuum System	Sewage (black water)	60	25	Sewage (black/grey water)	230	185
Conventional System		Vacuum System										
Sewage (black water)	60	25										
Sewage (black/grey water)	230	185										
<p>Annex IV Reg. 9.2</p>	<p>Approval of sewage systems (passenger ships operating in special areas)</p>	<p>2 By derogation from paragraph 1, every passenger ship which, in accordance with regulation 2, is required to comply with the provisions of this Annex, and for which regulation 11.3 applies while in a special area, shall be equipped with one of the following sewage systems:</p> <p>.1 a sewage treatment plant which shall be of a type approved by the Administration, taking into account the standards and test methods developed by the Organization,* or</p> <p>* Refer to the Recommendation on international effluent standards and guidelines for performance tests for sewage treatment plants (resolution MEPC.2(VI)), Revised guidelines on implementation of effluent standards and performance tests for sewage treatment plants adopted by the MEPC (resolution MEPC.159(55)) (see Unified Interpretation 3), or the 2012 Guidelines on</p>	<p>Sewage holding tanks shall have following capacity for the retention of all sewage, having regard to the operation of the ship, the number of persons on board and other relevant factors.</p> <p style="text-align: center;"><u>Liters per Person Per Day</u></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Conventional System</td> <td style="width: 20%;"></td> <td style="width: 20%; text-align: right;">Vacuum System</td> </tr> <tr> <td>Sewage (black water)</td> <td style="text-align: center;">60</td> <td style="text-align: right;">25</td> </tr> <tr> <td>Sewage (black/grey water)</td> <td style="text-align: center;">230</td> <td style="text-align: right;">185</td> </tr> </table> <p>Holding tanks shall be designed and constructed in accordance with the structural requirements of a classification society recognized by the SMNO.</p>	Conventional System		Vacuum System	Sewage (black water)	60	25	Sewage (black/grey water)	230	185
Conventional System		Vacuum System										
Sewage (black water)	60	25										
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		<p>implementation of effluent standards and performance tests for sewage treatment plants (resolution MEPC.227(64), as amended by resolution MEPC.284(70))</p> <p>.2 a holding tank of the capacity to the satisfaction of the Administration 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 to the satisfaction of the Administration and shall have a means to indicate visually the amount of its contents.</p>	
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MARPOL Annex V

MARPOL Regulation	Topic	Text of regulation	SMNO requirement
Annex V Reg. 6.3.2	Sufficient capacity for the retention of all garbage on board ships before entering the Antarctic area	<p>3 The following rules (in addition to the rules in paragraph 1 of this regulation) apply with respect to the Antarctic area:</p> <p>.1 Each Party at whose ports ships depart en route to or arrive from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them.</p> <p>.2 Each Party shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage, while operating in the area and have concluded arrangements to discharge such garbage at a reception facility after leaving the area.</p>	Ships under Swiss Flag sailing in the Antarctic area shall meet the requirements of Chapter 5 of the Polar Code in general and Regulations 5.2.2 and 5.2.3 of the Polar Code specifically.

MARPOL Annex VI

MARPOL Regulation	Topic	Text of regulation	SMNO requirement
Annex VI Regs. 9.9.3	Transfer of flag – transmitting copies of the certificate and the relevant survey report	<p>7 In special circumstances, as determined by the Administration, a new certificate need not be dated from the date of expiry of the existing certificate as required by paragraph 2.1, 5 or 6 of this regulation. In these special circumstances, the new certificate shall be valid to a date not exceeding five years from the date of completion of the renewal survey.</p> <p>9 A certificate issued under regulation 6 or 7 of this Annex shall cease to be valid in any of the following cases:</p> <p>.3 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is in compliance with the requirements of regulation 5.4 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports.</p>	<p>The SMNO has delegated the survey and certification for the IAPP Certificate under MARPOL Annex VI to ROs recognized by the SMNO. Special circumstances as referred to in Regulation 9.7 will be determined by the SMNO on a case by case basis. When issuing a new certificate under Regulation 9.9.3, a RO acting on behalf of the SMNO shall be fully satisfied that the ship is in compliance with all applicable regulations and in particular the survey requirements in Regulation VI/5.4 and the survey requirements under the HSSC Code</p>
Annex VI Reg. 9.11.2	Transfer of flag – transmitting copies of the certificate and the relevant survey report	<p>11 An International Energy Efficiency Certificate issued under this Annex shall cease to be valid in any of the following cases:</p> <p>.2 upon transfer of the ship to the flag of another State. A new certificate shall only be issued when the Government issuing the new certificate is fully satisfied that the ship is</p>	<p>The SMNO has delegated the survey and certification for the IAPP Certificate under MARPOL Annex VI to ROs recognized by the SMNO.</p> <p>When issuing a new IEE certificate under Regulation VI/ 9.11, a RO acting on behalf of the SMNO shall be fully satisfied that the ship is in compliance with all applicable regulations under</p>

		<p>in compliance with the requirements of chapter 4 of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall, as soon as possible, transmit to the Administration copies of the certificate carried by the ship before the transfer and, if available, copies of the relevant survey reports;</p>	<p>MARPOL Annex VI and the HSSC Code and in particular Annex VI Chapter 4 on Energy Efficiency.</p>
<p>Annex VI Regs. 13.1.1.2 and 13.1.2.2</p>	<p>Nitrogen oxides – acceptance of identical replacement and alternative control measures</p>	<p>1.1 This regulation shall apply to: .1 each marine diesel engine with a power output of more than 130 kW installed on a ship; and .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. 1.2 This regulation does not apply to: .1 a marine diesel engine intended to be used solely for emergencies or solely to power any device or equipment intended to be used solely for emergencies on the ship on which it is installed, or a marine diesel engine installed in lifeboats intended to be used solely for emergencies; and .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>Identical replacement shall be documented by means of the approval certificates of the old and the replacement engine. A RO recognized by the SMNO is requested to verify the certification accordingly.</p> <p>Not applicable to ships flying the flag of Switzerland</p>

<p>Annex VI Reg. 13.2.2</p>	<p>Acceptance of installation of Tier-II engine in lieu of Tier-III engine where Tier-III engine cannot be accommodated</p>	<p>2.2 For a major conversion involving the replacement of a marine diesel engine with a nonidentical marine diesel engine, or the installation of an additional marine diesel engine, the standards in this regulation at the time of the replacement or addition of the engine shall apply. In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III, as applicable), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II), taking into account the guidelines developed by the Organization.¹³ 13 Refer to the 2013 Guidelines as required by regulation 13.2.2 of MARPOL Annex VI in respect of non-identical replacement engines not required to meet the Tier III limit (resolution MEPC.230(65))</p>	<p>In case in course of a major conversion non-identical changes of the main engine or changes of the engine configuration will be considered on a case by case basis taking into account resolution MEPC.230(65). A respective request is to be provided by the owner through a RO recognized by the SMNO. The RO is requested to provide an initial assessment. The documentation provided should be comprehensive.</p>
<p>Annex VI Reg. 13.5.2.2</p>	<p>Combined nameplate diesel engine – application as referred to in the paragraph</p>	<p>5.2 The standards set forth in paragraph 5.1.1 of this regulation shall not apply to: .1 a marine diesel engine installed on a ship with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, of less than 24 metres when it has been specifically designed, and is used solely, for recreational purposes; or .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, to the satisfaction of the Administration, 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; or .3 a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage,</p>	<p>Since ships with a combined propulsion power of less than 750 KW are typically not registered under Swiss flag. In the unlikely case that such a case will occur this will be considered on case by case basis evaluating in detail any specific design and construction limitations.</p>

		with a length (L), as defined in regulation 1.19 of Annex I to the present Convention, of 24 metres or over when it has been specifically designed, and is used solely, for recreational purposes.	
Annex VI Reg. 13.7.2	Approved method not commercially available	<p>7.1 Notwithstanding paragraph 1.1.1 of this regulation, a marine diesel engine with a power output of more than 5,000 kW and a per cylinder displacement at or above 90 L installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000 shall comply with the emission limits set forth in paragraph 7.4 of this regulation, provided that an approved method¹⁶ for that engine has been certified by an Administration of a Party and notification of such certification has been submitted to the Organization by the certifying Administration.¹⁷ Compliance with this paragraph shall be demonstrated through one of the following:</p> <p>.1 installation of the certified approved method, as confirmed by a survey using the verification procedure specified in the approved method file, including appropriate notation on the ship's IAPP Certificate of the presence of the approved method; or</p> <p>.2 certification of the engine confirming that it operates within the limits set forth in paragraph 3, 4, or 5.1.1 of this regulation and an appropriate notation of the engine certification on the ship's IAPP Certificate.</p> <p>7.2 Paragraph 7.1 of this regulation shall apply no later than the first renewal survey that occurs 12 months or more after deposit of the notification in paragraph 7.1. If a shipowner of a ship on which an approved method is to be installed can demonstrate to the satisfaction of the</p>	In principle this regulation is outdated, only in 2010/2011 a number of engines have been notified by Germany (Wärtsila Switzerland Engines) and Denmark (MAN) have been notified in GISIS. Should further notifications be made in future, a request in accordance with 7.2 will be considered on a case by case basis.

		<p>Administration 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 that falls after the approved method is commercially available.</p> <p>16 Refer to the 2014 Guidelines on the approved method process (resolution MEPC.243(66)).</p> <p>17 Refer to the 2014 Guidelines in respect of the information to be submitted by an Administration to the Organization covering the certification of an approved method as required under regulation 13.7.1 of MARPOL Annex VI (resolution MEPC.242(66)).</p>	
Annex VI Reg. 22.1 (prev 20.1)	Verification of the attained Energy Efficiency Design Index (EEDI)	<p>The attained EEDI shall be calculated for:</p> <ul style="list-style-type: none"> .1 each new ship; .2 each new ship which has undergone a major conversion; <p>and</p> <ul style="list-style-type: none"> .3 each new or existing ship which has undergone a major conversion that is so extensive that the ship is regarded by the Administration as a newly constructed ship which falls into one or more of the categories in regulations 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 to 2.2.16, 2.2.20, 2.2.22, and 2.2.26 to 2.2.29 of this Annex. The attained EEDI shall be specific to each ship and shall indicate the estimated performance of the ship in terms of energy efficiency, and be accompanied by the EEDI technical file that contains the information necessary for the calculation of the attained EEDI and that shows the process of calculation. The attained EEDI shall be verified, based on the EEDI technical file, either by the Administration or by any organization duly authorized by it. 	<p>The status of a ship or parts of a ship as newbuilding in case of a major conversion will be evaluated individually taking onto consideration all mandatory instruments affected. In case a ship undergoing a major conversion is regarded a newbuilding with respect to regulations 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 to 2.2.16, 2.2.20, 2.2.22, and 2.2.26 to 2.2.29 of MARPOL Annex VI, the RO recognized by the SMNO will be requested to verify the attained EEDI.</p>

Annex VI Reg. 27.7 (prev. 22A)	Verification of the ship fuel oil consumption data	<p>The data shall be verified according to procedures established by the Administration, taking into account the guidelines developed by the Organization.⁴³</p> <p>43 Refer to the 2017 Guidelines for Administration verification of ship fuel oil consumption data (resolution MEPC.292(71))</p>	For the verification of fuel consumption data in accordance with MARPOL Annex VI/27.7 the SMNO applies IMO Resolution MEPC.292(71).
Annex VI Reg. 23	Cooperation with other parties to promote development and transfer of technology and exchange of information relating to the improvement of energy efficiency of ships	<p>1 The attained EEXI shall be calculated for:</p> <p>.1 each ship; and</p> <p>.2 each ship which has undergone a major conversion which falls into one or more of the categories in regulations 2.2.5, 2.2.7, 2.2.9, 2.2.11, 2.2.14 to 2.2.16, 2.2.22, and 2.2.26 to 2.2.29 of this Annex. The attained EEXI shall be specific to each ship and shall indicate the estimated performance of the ship in terms of energy efficiency, and be accompanied by the EEXI technical file which contains the information necessary for the calculation of the attained EEXI and which shows the process of the calculation. The attained EEXI shall be verified, based on the EEXI technical file, either by the Administration or by any organization duly authorized by it.³⁷</p> <p>37 Refer to the Code for Recognized Organizations (RO Code), (resolution MEPC.237(65), as may be amended).</p> <p>2 The attained EEXI shall be calculated taking into account the guidelines³⁸ developed by the Organization.</p> <p>38 2021 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI) (resolution MEPC.333(76)).</p> <p>3 Notwithstanding paragraph 1 of this regulation, for each ship to which regulation 22 of this Annex applies, the</p>	Not SotA, see comment

		attained EEDI verified by the Administration or by any organization duly authorized by it in accordance with regulation 22.1 of this Annex may be taken as the attained EEXI if the value of the attained EEDI is equal to or less than that of the required EEXI required by regulation 25 of this Annex. In this case, the attained EEXI shall be verified based on the EEDI technical file.	
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