



THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Marine Notice

POL-002
Rev. 11/21

TO: ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF MERCHANT SHIPS, AND AUTHORIZED CLASSIFICATION SOCIETIES

SUBJECT: Oil Discharge Monitoring and Control Systems (ODMCS) Failures - Manual Means of Monitoring and Procedures for Discharge

Reference: (a) Maritime Regulation 2.37
(b) Regulations 31, 32 & 34 of MARPOL Annex I
(c) [Resolution A. 586\(14\)](#)
(d) [Resolution MEPC.108\(49\) as amended](#)
(e) MEPC 36/22, Para 9.40 of 11 Nov 1994

Supersedes: Marine Notice POL-002, dated 04/18

The following changes have been included:

- a. Paragraph 2.2 is amended with regard to Parties to notify in case of ODMCS failure

PURPOSE:

This Notice provides guidance on the procedures to be followed in the event of an ODMCS failure.

APPLICABILITY:

This Notice applies, in particular, to ship's Master and officers.

REQUIREMENTS:

1.0 Manual Means of Monitoring Discharge

1.1 MARPOL Regulation 31, IMO [Resolution A.586\(14\)](#) and IMO [Resolution MEPC.108\(49\), as amended](#) detail the requirements for the automated use of the ODMCS to discharge effluents such as dirty ballast water or other oil-contaminated water into the sea. Provisions must also be made for emergency manual control of the effluent discharge in case of failure of the ODMCS.

1.2 In Regulation 31 of Annex I of MARPOL, it is stated:

“Any failure of the monitoring control system shall (automatically) stop the discharge and

(must) be noted in the Oil Record Book. In the event of failure of the ODMCS a manually operated alternative method may be used, but the defective unit shall be made operable as soon as possible. The Port State Authority may allow the tanker with a defective ODMCS to undertake one ballast voyage before proceeding to a repair port”

- 1.3 Manufacturer recommended spares for the ODMCS should be carried to ensure the operation of the equipment. All routine maintenance and repairs are to be recorded.
- 1.4 In accordance with MEPC. 36/22, the phrase “before proceeding to a repair port” can be interpreted as a laden voyage following the ballast voyage. If the ODMCS fails during operations while the tanker is en route to a loading port, the operation may continue as long as a planned and documented manual method of monitoring and logging the discharge is being utilized. The vessel may then make one loaded voyage after which the ODMCS must be repaired at the discharge port. If the repairs cannot be done at the discharge port, then the vessel may be allowed one voyage directly to a port where ODMCS repairs can be accomplished.

2.0 Manual Monitoring Procedures

- 2.1 The Manual monitoring of the effluent discharge must be made during daylight hours using the oil/water interface detectors (Regulation 32) as well as following the requirements in Regulation 31.4 of MARPOL Annex I and the operational manual as approved by the Administration, together with the procedure recommended by **Resolution A.586(14)** and **Resolution MEPC.108(49), as amended** for obtaining information in the event of a failure in the monitoring system as follows:
 - .1 **oil content meter of sampling system:** location and measurement of the oil/water interface using the equipment as required in Regulation 32, visual observation of the surface of the water adjacent to the effluent discharge and recording the relevant data for the discharge accurately in the Oil Record Book Part II- Cargo/ballast operations, in sections H and I;
 - .2 **flow meter:** pump discharge characteristics such as the gallons or liters per minute to be considered in the calculation and recorded to check accuracy of flow meter;
 - .3 **ships speed indicating device:** main engine revolutions per minute as well as the propeller diameter, pitch and slip to confirm ship travel in nautical miles to be recorded;
 - .4 **processor:** manual calculation and manual recording of oil content vs water outflow to confirm total out flow; and,
 - .5 **overboard discharge control:** manual operation of pumps and valves to be utilized together with all the above to confirm that an instantaneous rate of discharge of oil does not exceed 30 liters per nautical mile.
- 2.2 At the time of ODMCS failure, the port State of destination and the Office of the Deputy Commissioner must be immediately notified via fax, telex or telephone, or e-mail. The vessel’s owners/operators should also be notified at this time and immediate measures taken to have the ODMCS repaired using manufacturer recommended spares and/or by a qualified service engineer.

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