On approval of the Rules for the prevention of pollution from ships

Unofficial translation

Order of the Minister of Industry and Infrastructural Development of the Republic of Kazakhstan dated July 30, 2019 no. 578. Registered with the Ministry of Justice of the Republic of Kazakhstan on July 31, 2019 no. 19157.

Unofficial translation

In accordance with sub-clause 55-39) of clause 3 of article 4 of the Law of the Republic of Kazakhstan dated January 17, 2002 "On Merchant Shipping" I HEREBY ORDER:

1. To approve the attached Rules for the prevention of pollution from ships.

2. The Transport Committee of the Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan in accordance with the procedure established by the law shall ensure:

1) state registration of this order with the Ministry of Justice of the Republic of Kazakhstan;

2) within ten calendar days from the date of state registration of this order, direction of it in Kazakh and Russian languages to the Republican State Enterprise on the right of economic management “Institute of Legislation and Legal Information of the Republic of Kazakhstan” of the Ministry of Justice of the Republic of Kazakhstan for official publication and placement in the Reference Control Bank of the Regulatory Legal Acts of the Republic of Kazakhstan;

3) Posting this order on the Internet resource of the Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan.

3. Control over execution of this order shall be entrusted to the supervising vice-minister of Industry and Infrastructural Development of the Republic of Kazakhstan.

4. This order shall come into force upon expiry of ten calendar days from the date of its official publication.

Minister *R. Sklyar*

"AGREED"
Ministry of Ecology, Geology and
Natural Resources
of the Republic of Kazakhstan
"___" _____ 2019

Approved by the order of the
Minister of Industry and
Infrastructural Development
of the Republic of Kazakhstan
dated July 30, 2019 no. 578

Rules for the prevention of pollution from ships

Chapter 1. General provisions

1. These Rules for the prevention of pollution from ships (hereinafter referred to as the Rules) have been developed in accordance with sub-clause 55-39) of clause 3 of article 4 of the Law of the Republic of Kazakhstan dated January 17, 2002 "On Merchant Shipping" (hereinafter referred to as the Law) and shall determine the procedure for the prevention of pollution from ships.

2. The scope of these Rules shall apply to marine vessels in operation, sailing:

1) under the State Flag of the Republic of Kazakhstan;

2) under the flag of a foreign country during their sailing or berthing in the territorial and internal waters of the Republic of Kazakhstan.

3. These Rules shall not apply to the vessels sailing under the flag of the Naval Forces of the Republic of Kazakhstan and marine units of the Border Service of the National Security Committee of the Republic of Kazakhstan.

4. The following basic definitions shall be used in these Rules:

1) cargo residues – residues of any cargo remaining on deck or in cargo holds after loading or unloading, including surplus or spilling during loading and unloading, regardless of the wet or dry condition of the cargo or caught in flushing water, except for dust from the cargo;

2) dirty ballast is an oil-water mixture, which is formed in marine tanks untreated from oil after receiving ballast water in them;

3) ship’s sewage is drains and other wastes from all types of toilets, urinals, drains of sinks, bathtubs and scuppers, from medical facilities (dispensaries, hospitals and others), drains from rooms containing live animals, or other drains if mixed with the drains listed above;

4) garbage means all types of food, household and operational wastes, all types of plastics , cargo residues, ashes from incinerators, cooking oil, fishing gear and carcasses of animals that are formed during normal operation of the vessel and subject to permanent or periodic disposal, excluding harmful substances;

5) oily residue is any residue, containing oil;

6) oily mixture is mixture with any oil content;

7) oil tanker is a vessel built or adapted primarily for the carriage of bulk oil in its cargo spaces, and includes combined vessels and a tanker for the transport of harmful liquid substances;

8) incident is an event that resulted in or may result in the discharge into the sea of a harmful substance or effluents containing such a substance;

9) plastic is a solid material that contains as its main ingredient one high molecular weight polymer or more and which is formed (formed) during either polymer production, polymer production, or manufacture in order to obtain the final product by heating and / or pressure;

10) port receiving facility is an onshore, sailing construction, or their combination in a single technological system designed to receive oil, harmful substances or mixtures containing such substances, garbage from ships, which accumulate on ships during their normal operation;

11) food waste means any spoiled or unspoiled food products, such as fruits, vegetables, dairy products, poultry, meat products and food residues generated on board;

12) tank is a closed premise formed by permanent structural elements of the vessel and designed for the transportation of liquid cargo in bulk;

13) tanker - a vessel built or adapted to transport in bulk any liquid product (chemical tanker) and a load of harmful liquid substances in bulk, including an “oil tanker”, if it is permitted to carry noxious liquid substances in bulk (tanker for NLS);

14) domestic garbage means all types of food, household waste and waste generated in the living premises of the vessel;

15) authorized body is the central executive body exercising governance in the area of merchant shipping as well as within the scope stipulated by the laws of the Republic of Kazakhstan, - intersectoral coordination;

16) chemical tanker is a vessel built or adapted to transport any liquid product in bulk;

17) crude oil washing machine is machine washing of cargo tanks using crude oil transported by a tanker as a washing liquid;

18) crude oil tanker is an oil tanker engaged in crude oil transportation;

19) hose is a flexible arm with devices for connecting an onshore facility and a tanker;

20) hose device is a part of an onshore facility used for its connection to a tanker receiving pipeline, consisting of mobile suspended pipelines and equipment. The design of the hose device may include a permanently connected hose.

21) discharge – any discharge from the vessel, whatever the cause, and includes any leakage, disposal, spill, leakage, pumping, dumping or emptying.

5. Polluted waters and household waste stored in accordance with the requirements of Article 278 of the Environmental Code of the Republic of Kazakhstan on board of vessels in containers equipped with devices that do not allow discharge and emission into open reservoirs shall be handed over to port reception facilities. The total amount of oil and water used for washing a vessel and returned to the collecting tank shall be handed over to the port reception facilities.

Footnote. Paragraph 5 is in the wording of the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

5-1. On ships using gases or other fuels with a low flash point, bunkering operations shall be carried out in accordance with the requirements of subsection 18.4 of Part C-1 of the International code of safety for ships using gases or other fuels with a low flash point, as amended, adopted by the resolution of the International Maritime Organization MSC. 391 (95), (hereinafter - IGF Code).

Footnote. The Rules have been supplemented by paragraph 5-1 in accordance with the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

5-2. Prior to the start of any bunkering operation of a vessel using gases or other fuels with a low flash point, the captain of the vessel receiving fuel and the representative of the bunkering operator shall:

1) agree in writing on the fuel transfer procedure, including cooling and, if necessary, expansion of the gas volume, the maximum transfer speed at all stages and the transferred volume;

2) agree in writing on the actions to be taken in an emergency situation;

3) fill out and sign the bunkering safety checklist in accordance with the form provided for by the International Standard ISO 20519:2017 "Ships and marine technologies. Requirements for bunkering vessels using liquefied natural gas as fuel".

Footnote. The Rules have been supplemented by paragraph 5-2 in accordance with the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

5-3. Upon completion of the bunkering operation, the representative of the bunkering operator and the ship's captain shall fill out and sign a bunker receipt for the supply of liquefied natural gas as fuel in the form provided for in Part C-1 of the IGF Code.

Footnote. The Rules have been supplemented by paragraph 5-3 in accordance with the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

5-4. A vessel using gases or other fuels with a low flash point must have on board:

1) manual for handling fuel by ship personnel for the safe implementation of bunkering, fuel storage and operation of fuel transfer systems;

2) maintenance procedures and information for all installations related to the use of gas;

3)procedure for actions in emergency situations;

4) a copy of the IGF Code in paper or electronic form.

Footnote. The Rules have been supplemented by paragraph 5-4 in accordance with the order of the Minister of Industry and Infrastructure Development of the Republic of

Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

5-5. The manual for handling fuel includes the information provided for in paragraph 18.4.2.1 of Part C-1 of the IGF Code.

Footnote. The Rules have been supplemented by paragraph 5-5 in accordance with the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

6. Marine administration of a port (hereinafter referred to as the MAP) shall inform the authorized body and the administration of the flag of a foreign vessel about the cases of applying measures to a foreign vessel in connection with violation of requirements of environmental legislation of the Republic of Kazakhstan.

The information shall contain:

1) name of the vessel;

2) location (coordinates) of the vessel;

3) reasons to suspect the vessel;

4) the flag and the port of registration;

5) vessel type, size, draft (in cargo or in ballast);

6) the course and the speed;

7) the part of the ship from which the discharge was made;

8) method of observation and documentation;

9) observer data, time and date of observation or identification (if available);

10) data on a sleek field (if available);

11) other information (master's explanatory note, last port of call, regular port of call, surname, name, patronymic of the master and the owner of the vessel, call signs of the vessel)

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The information shall be accompanied by the following documents:

1) documents related to the sampling procedures on board and / or sleek fields on the water, including information on the location and time of sampling, data on the laboratory samples taken and the receipts of the persons, who received the samples;

2) results of the analysis of samples taken on board and / or from the sleek field, description of the method of analysis, data on the laboratory analysis;

3) copies of pages of court documents and records pertaining to the case;

4) photos of the sleek field.

7. Upon receipt from the foreign state of information and evidence of a violation by a Kazakhstan court of the requirements of the International Convention for the prevention of pollution from ships of 1973, as amended by the revised Protocol of 1978 (hereinafter

referred to as the MARPOL), the authorized body shall inform the said State and the International Maritime Organization (hereinafter referred to as the Organization) on the action taken against this vessel.

8. In case of revelation of pollution in the territorial waters of the Republic of Kazakhstan, the master of the vessel shall report it immediately to the MAP, who shall transmit the said information to the territorial body of the competent body in the field of environmental protection and, if necessary, inform the other onshore state of the pollution.

9. The master of the vessel or another person responsible for any vessel involved in any incident involving pollution of the territorial waters of the Republic of Kazakhstan or threatening such pollution shall report such incident immediately and in full.

The message shall be transmitted to MAP using the fastest and most accessible means of communication with the maximum possible urgency.

10. The message shall be transmitted in any case when the incident includes:

1) discharge from the ship or possible discharge of oil, hazardous substances and their containing water for any reason and in any form and packaging, including substances in cargo containers, removable tanks, road vehicles and rail vehicles and sea barges;

2) discharge of oil or harmful liquid substances, made during the operation of the ship, the quantity or instantaneous intensity of discharge of which exceeds the limits of the permitted emissions;

3) damage, breakage or accident of a vessel of 15 meters in length or more which:

affect ship safety, including collision, stranding, fire, explosion, structural failure, flooding and cargo displacement;

lead to a deterioration in the safety of navigation, including damage or destruction of the steering gear, propulsion system, electrical system and the need for additional assistance from another vessel to ensure navigation.

11. The message shall include the following information:

1) vessel identification data;

2) time, type and place of incident;

3) coordinates of the vessel during the incident;

4) course and speed of the vessel;

5) state of wind and sea at the time of the incident;

6) data on the status of the crew and vessel;

7) the presence of vessels in the area of the incident;

8) exact technical name, basic properties, quantity, hazard category, concentration and type of harmful substance involved in the incident, description of packaging and labeling;

9) name of consignor, consignee or manufacturer;

10) measures on support and rescue.

The master of the vessel, if necessary, supplements the initial report and provides information on subsequent events, and upon request of the affected state shall provide additional information.

It is essential that the content of the communication is consistent with the General Principles of Ship Reporting Systems, including guidelines for reporting in cases of dangerous goods, for the prevention of pollution by noxious liquid substances in bulk and / or marine pollutants, adopted by the Assembly of the Organization by resolution A.851(20).

Chapter 2. Procedure for the prevention of pollution from ships

Paragraph 1. Procedure for the prevention of pollution by oil

12. On oil tankers with a gross tonnage of less than 150 register tons, sailing under the State Flag of the Republic of Kazakhstan, it is necessary to keep an Oil Operations Log in accordance with Supplement III to Annex I of MARPOL.

13. Each crude oil tanker with a deadи weight of 20,000 tons or more, built after June 1, 1982, shall be equipped with a system for cleaning cargo tanks by washing with crude oil, unless the oil tanker carries crude oil that is not suitable for washing with crude oil.

14. Each tanker using a crude oil washing system (hereinafter referred to as the COWS) must have on board a COWS equipment and operating manual with a detailed description of the washing system, equipment and operational technology for that tanker, approved by the Register of Shipping or recognized foreign classification societies.

This manual shall contain the information set forth in the technical requirements for the design, operation and inspection of crude oil washing systems adopted by the Organization. If the crude oil washing system has changed, new equipment and operating manual shall be adopted.

15. Crude oil washing machine of all or parts of the tanks is necessary before changing cargo, before placing the tanker in the dock, for repair.

16. If it is necessary to add ballast to cargo tanks, a sufficient number of cargo tanks shall be washed with crude oil before each ballast voyage, so that, depending on the nature of the voyages and the expected weather conditions, water ballast is only accepted in cargo tanks previously washed with crude oil.

17. The master of the vessel shall notify the necessity of washing the tank with crude oil by the master of the seaport (or the master of another ship if reloading from one ship to another) at least 24 hours before the start of this operation or at any other agreed time. Crude oil washing should be done after consultation with the aforementioned persons.

18. Prior to arriving at the port where the crude oil washing machine is supposed, the tank washing system shall be tested with normal working pressure and inspected for leaks.

After testing, in order to avoid the risk of leaks due to thermal expansion of oil, the washing system must be drained.

Detected leaks must be eliminated, and then re-test the washing system and make sure there are no leaks.

During washing with crude oil, the washing system shall be monitored constantly to detect leaks in a timely manner and take corrective measures.

19. In seaports to which oil vessels arrive and loading and unloading of oil from vessels, as well as in ports having ship repair yards or tank cleaning facilities, in accordance with sub-clause 7) of the List of Compulsory Services of the Seaport approved by order of the Minister for Investment and Development dated January 30, 2015 no. 77 (registered in the Register of State Registration of Normative Legal Acts No. 10906) (hereinafter referred to as the List of Compulsory Services of the Seaport), port receiving facilities shall be provided for the provision of services for the reception of oil residues and oil mixtures, sufficient for the needs of all vessels calling at the port without causing excessive downtime of these vessels.

20. Upon receipt of a notice from a Kazakhstan vessel on the case of non-compliance of port reception facilities in a foreign port with the requirements of Annex I to MARPOL, authorized body shall inform the Organization about the non-compliance.

21. On any oil tanker with a gross tonnage of 150 or more register tons, carrying out ship-to-ship transfer (hereinafter referred to as the SST) to another oil tanker at sea, it is necessary to have a plan that prescribes the procedure for conducting SST operations (hereinafter referred to as the plan SST operations). The SST plan for each oil tanker is approved by the Register of Shipping or recognized foreign classification societies. SST operations plan is prepared in the working language of the vessel.

22. The SST operations plan is being developed taking into account the information contained in the Amended Oil Pollution Control Guide and the "Ship-to-ship Transfer Guide, Petroleum" as amended by the Organization. The SST operations plan is incorporated into the existing safety management system required by chapter IX of the revised International Convention for the Safety of Life at Sea, 1974, if this requirement applies to the oil tanker in question.

23. It is necessary for a person exercising general indicative control over SST operations to have the qualifications to perform the respective duties, taking into account the qualifications specified in the Oil Pollution Control Amendment and the “Ship-to-ship Transfer Guide, Petroleum” adopted by the Organization.

24. Registered data on SST operations in the Oil Operations Log shall be kept on the vessel within three years.

25. Each oil tanker that plans to conduct SST operations in the territorial waters of the Republic of Kazakhstan shall notify the seaport captain at least 48 hours before the specified operation.

Footnote. Paragraph 25 is in the wording of the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

26. Notification of upcoming SST operations shall include the following:

1) name, flag, call sign, International Maritime Organization number and estimated time of arrival of the oil tankers participating in the SST operations;

2) date, time and geographical location at the beginning of planned SST operations;

3) whether SST operations will be carried out while anchoring or in transit;

4) type and amount of oil;

5) planned duration of SST operations;

6) information on the provider of services for conducting SST operations or on a person exercising general indicative control, and contact information;

7) confirmation that the oil tanker has an SST operations plan.

In case of failure to provide all the information specified in paragraph 26 of these Rules, the oil tanker unloading the cargo of oil shall notify the master of the seaport at least 48 hours before the operation on SST, that the operation on SST will be carried out and the information specified in clause 26 of these Rules, shall be provided to the seaport master before the start of the SST operation.

27. If the estimated time of arrival of the oil tanker to the place or area of the SST operations changes by more than six hours, the master of the vessel, the owner or agent of this oil tanker shall provide a revised estimated time of arrival to the seaport master.

28. When loading or moving oil on a ship, bunkering or delivering oily mixtures, the following measures shall be taken:

1) when mooring, the vessel shall be securely fastened with serviceable cables or ropes that may withstand the required load. The mooring ends should be regularly inspected and checked for appropriate tension in order to minimize any movement of the ship from or along the berth, especially at significant tides;

2) during cargo operations between two vessels on a roadstead or on the high seas, soft pneumatic fenders must be used to prevent damage to vessels during mooring or moving on waves. Cargo hoses shall be suspended so that they cannot be damaged between the sides of the vessels;

3) Before starting operations related to oil or oil-containing mixtures, all valves through which oil can enter the sea are checked, if the valve is not used, it must be sealed;

4) in order to prevent oil leakage during operations, all scuppers through which oil can leak overboard are reliably drowned. The water that accumulates on the deck for various reasons (rain, melting snow) must be removed periodically through scuppers, temporarily opening them. After removing water, the scuppers close securely again;

5) Before and during operations, portable or stationary pallets of sufficient capacity shall be installed under the devices with which the hoses are connected to the ship’s pipeline for receiving this liquid, as well as under the air pipes of the corresponding tanks, which are drained as necessary. In those places where there are no devices for drainage of hoses and pipelines, they should be muffled immediately after disconnection;

6) in places of possible leaks to collect small amounts of spilled oil shall be oil-absorbing materials (sand or sorbents). Oil spilled on deck shall be immediately collected. Flushing spilled oil overboard shall not be allowed;

7) during oil operations between the vessel and the shore (bunker, sea terminal), reliable communication shall be ensured. Communication shall be regularly checked. All used signals shall be clarified before the start of operations and shall be clear to its participants;

8) to ensure early detection of leaks or damage, hoses and other equipment used shall be inspected before starting operations and during operations at regular intervals. During operations, the hoses shall be firmly connected and secured, and shall be checked to prevent them from being squeezed between the vessel and berth or between the bottom of the vessel and the underwater pipelines of the offshore platform;

9) the length of the hoses shall be sufficient to ensure the normal movement of the vessel. Hoses should not bend with a radius less than permissible;

10) Before attempting to lift the hose aboard, the master or other officer in charge of the operation checks that their total weight does not exceed the carrying capacity of the ship's boom or crane lifting the hose;

11) in sub-zero outside temperature to use gaskets made of moisture-absorbing materials in pipe joints shall not be allowed;

12) Bunkering ship's boat exits to the deck are closed or immediately should be closed after passage.

29. If it is discovered that the onshore discharge and loading devices do not meet their intended purpose and (or) are in unsatisfactory technical condition, are not being serviced or are not properly serviced by the onshore personnel, which may lead to the spill of harmful substances, the person responsible on the part of the vessel for performance of the operation, shall notify the onshore personnel. If the onshore personnel do not take measures to ensure the safe operation of hoses, then the master of the vessel must notify the representative of the agency company (during operations in a foreign port) or the port dispatcher (during operations in a Kazakhstan port). The mentioned facts shall be registered in the ship’s log.

30. Bunkering operation (receiving fuel and oils in bulk): preparing, conducting and ending it, as well as measures aimed at eliminating sea pollution during the bunkering operation, shall be carried out under the direct supervision of a responsible person (a specially trained crew member from among the command personnel) who oversees all bunkering operations on a ship. The supplier of the hopper must have a responsible person. Between these persons, communication during the entire bunkering operation shall be maintained constantly.

31. After receiving the assignment for the upcoming flight, the person responsible for receiving fuel and oil shall draw up a bunkering technological chart. The technological chart shall be approved by the master of the vessel.

32. Each vessel shall have instructions for bunkering operations indicating the functions of crew members involved in these operations.

33. The instructions shall contain:

1) a description of piping systems, equipment and devices designed to perform bunkering operations on a ship, indicating:

diagrams of piping and valves, pumps, devices and control and monitoring devices, ventilation, gas, overflow pipes;

location of the valve or other device for the emergency termination of the operation, for the separation of the various parts of the pipeline and the procedure for their use;

2) functions of the responsible person;

3) composition and functions of crew members during operations;

4) the functions of each crew member involved, in addition to duty, in operations;

5) the procedure for preparing the vessel, its systems, equipment and devices for the upcoming bunkering operations, taking into account measures to prevent pollution;

6) the order of the beginning, conduct and end of events, the sequence of filling tanks;

7) the order of the beginning, conduct and end of events, the sequence of filling tanks;

8) Procedure for notification of fuel or oil pollution in port waters;

9) other information materials, instructions, recommendations that contribute to the prevention of sea pollution during bunkering operations.

34. In order to avoid possible oil spills, bunkering operations on the roads in adverse weather conditions (sea waves and wind) are not allowed. It is necessary to have permission from the master of the seaport to conduct bunkering operations in the roads. The possibility of a bunkering operation, depending on the actual weather conditions, shall be determined by the masters of the bunkering and bunkering vessels.

35. Bunkering must be started at a minimum feed rate, in order to be able to stop receiving when faults are detected. After checking the supply of fuel (oil) to the planned tanks and the absence of leaks in the hose connections, the bunkering intensity can be brought to the nominal. During the acceptance process, it is necessary to monitor continuously the pressure at the inlet to the ship’s pipeline.

36. It is necessary that the responsible person and his subordinate personnel involved in operations that may result in oil pollution be trained in methods and techniques for preventing pollution and combating oil spills. Skills and knowledge on this issue are developed during planned training conducted in accordance with the developed shipboard emergency response plan.

37. The master's mate, who is on duty or on duty, shall receive from the responsible person full information on the planned sequence of operations and on the actual implementation of this plan, on additional instructions and decisions on further operations, on

the arrangement of crew members participating in the operation, and on the amount received instruction by them, and on methods of maintaining communication with the responsible persons of the facility supplying or receiving oil, with emergency stopping posts.

38. In case of cargo transfer during the travelling, the following measures should be taken to prevent oil from entering the sea:

1) check tight closure of kingstones and clinkets, which are closed during the flight according to the operating instructions;

2) tightly close outboard flap valves and secant clinkets between the cargo pipeline and the Kingston highway;

3) if the deck cargo pipeline is not used for cargo transportation, the receiving and casting pipes on it must be plugged and the clinkets tightly closed;

4) on the flywheels of the clinkets referred to in subparagraphs 2 and 3 of this of clause, hang warning signs “Do not open!” while transporting the cargo;

5) secure all deck scuppers with plugs to prevent oil spilled onto the deck from flowing overboard;

6) Before starting the transfer of cargo tightly close the clinkets on the receiving nozzles of the cargo and stripping pipelines in tanks that are not included in the process of transferring cargo;

7) start pumping with a low pump flow. After checking the correct receipt of the load, the pump feed can be brought to the nominal;

8) the breathing valves on the gas exhaust system (pressure-vacuum) should be kept open when pumping oil, and if the level of cargo in the tank is determined by measuring voids, then open and inspection hatches;

9) carry out constant monitoring of the level of cargo in the filled tanks;

10) at the time of pumping, establish regular monitoring of the water surface around the tanker and the water surface in the area of the wake.

39. Transfer of cargo is carried out under the control of the responsible person of the vessel. To control the level of cargo in tanks during cargo transfer and observation of the water surface around the tanker, the required number of crew members.

40. On the territory of each servicing onshore facility, it is necessary that there is a onshore operations control post that meets the following requirements:

1) reliably protect equipment and personnel from rain, wind, snow, sea water and, in case of damage to hoses, oil;

2) provide a good overview of the berth, the position of the cargo hoses and the movement of the tanker.

41. Each onshore facility shall be equipped with telephone or radio communications, providing two-way voice communication between the responsible persons on the berth and ship. Communication shall be carried out in a language understandable to both persons.

42. Each onshore structure shall be equipped with two-way communication with persons conducting operations with the tanks used to store oil. This connection is required to check the characteristics of the pumping process, to carry out their quick change and to stop immediately the pumps in an emergency.

43. Each onshore facility shall be equipped with its own shut-off device capable of stopping oil pumping. It is necessary that the switch of this device be in a clearly visible place , illuminated during the period of poor visibility, easily accessible to the personnel of the terminal and tanker.

44. The oil tanker shall be equipped with a similar cut-off switch, accessible to the responsible person on board the vessel, to stop the pumping of oil. Such a switch, if installed, shall be connected to the onshore facility by electrical, pneumatic or mechanical means.

45. Based on the exchange of information between the oil tanker and the terminal, a joint plan for upcoming operations shall be developed. This plan shall be prepared in the form of a checklist and signed by the responsible persons of the vessel and terminal. It shall reflect the following:

1) Sufficiency of tanker and berth personnel for safe operations;

2) mooring devices;

3) maximum and minimum draft of the vessel expected during operations;

4) safe and accessible passage between berth and tanker;

5) sequence of loading (unloading) tanks;

6) checking the serviceability of the hose device, hoses, their position, the presence of gaskets for hoses, guy wires;

7) reliable communication between responsible persons on the tanker and on the terminal;

8) consistent messaging of agreed signals and commands between the responsible persons on the tanker and on the terminal;

9) location and amount of ballast and residues on the ship and, if necessary, their transfer;

10) ship pipelines determined for loading or unloading;

11) ensuring proper connection of the elements of the hose devices, hoses and flanges;

12) providing the necessary lighting for workplaces and equipment;

13) crimping and sealing of kingstones, overboard valves and secant clinkets between the cargo pipeline and the kingston highway in the cargo pump room;

14) bringing the control device into operation, showing the closure density of the clinkets (if present, between double secant clinkets that separate the cargo of oil from the sea);

15) recording in the ship’s log of the fact that seals were placed on kingstones and outboard ejection valves of the cargo pump room;

16) quantity and characteristics of the cargo (s) to be loaded (unloaded);

17) maximum pressure in the cargo line at which it is permissible to carry out cargo operations with oil;

18) loading or unloading intensity (initial, maximum, at transition from one pipeline to another and at the end);

19) synchronization of ship and onshore hours;

20) time required for onshore facilities to start, stop and change feed rate during cargo operations with tanks;

21) the amount of cargo entering the vessel during the time required by the onshore facilities to close the onshore gate valve;

22) length and diameter of the pipeline from the tank farm to the vessel;

23) the need to inform the ship about all the moments of turning on and off the onshore pumps and the transition from one onshore tank to another;

24) sequence of crude oil washing if it will be carried out;

25) sequence of the proposed method of ventilation and inertisation of cargo tanks;

26) coordination of actions in the event of an oil spill;

27) emergency procedures for quickly stopping oil pumping in emergency conditions;

28) ensuring proper installation of all necessary pallets and their drainage;

29) availability of materials required for the immediate collection and liquidation of a small spill;

30) proper operation of the overpressure alarm and shutoff devices;

31) closing with tight plugs or plugs of all scuppers on the cargo deck, through which oil can get into the sea (water accumulating on the deck during precipitation falls periodically, after which the scuppers are closed again);

32) damping of unused cargo deck and stripping piping not used during cargo operations;

33) readiness for cargo operations of cargo and stripping pipelines, tanker gas outlet system (pressure-vacuum), remote control system for valves and cargo level measuring devices in tanks;

34) correctness of opening and closing of valves in the cargo pump room, on deck and in cargo tanks;

35) cutting off the closed sections of the cargo and stripping pipelines that are not used in cargo operations with closed valves and installing warning signs on the flywheels of these valves: "Keep closed!";

36) persons responsible for cargo operations from the tanker and from the shore and their location during cargo operations.

46. Prior to the commencement of operations, the responsible persons of the tanker and the coastal structure shall verify the provisions of the checklist given in clause 45 of these Rules.

47. In order to identify possible leaks of connections and hoses, the absence of traces of oil on the water, and also to verify the correct use of the pipelines provided for in the plan to

fill the desired tank, in the absence of excess pressure, the beginning of cargo operations shall be carried out with a minimum flow rate (discharge). Only after this check the flow rate may be increased to the maximum outlined by the operational plan.

48. Responsible persons ashore and on the tanker shall periodically check:

1) equipment and systems for the absence of leaks, as well as the surface of the water around the tanker and its sides, especially in the kingston area of the cargo pump room, for the absence of traces of oil;

2) openings for draining sea water for the absence of any leaks;

3) pump room, cofferdams or non-loading tanks for leaks;

4) piping and hoses for the absence of excess pressure;

5) mooring reliability;

6) location of cargo hoses;

7) tank filling level and the amount of submerged oil, which is checked against data obtained from the shore;

8) communication system.

49. Cargo operations shall be stopped in the following cases:

1) vessel movement exceeds the parameters allowed for the terminal;

2) receiving a storm warning;

3) the fault incidence in the main communication system between the berth and onshore facilities or between the berth and the oil tanker and the absence of another permanent connection;

4) traces of oil are noticed on the surface of the water;

5) A fire is detected or a danger of its occurrence;

6) the fault incidence in lighting or low light mooring;

7) oil leaks from hoses, connections and pipelines of onshore structures or deck pipelines of an oil tanker have been detected;

8) An unexplained significant difference has been found in the amount of oil shipped and received;

9) an unexplained drop in pressure in the cargo line occurred;

10) the occurrence of oil on the deck of an oil tanker caused by a tank overflow;

11) damage or accident threatening oil spills are detected;

12) during lightning discharges.

50. Cargo operations shall be recommenced only after the elimination of the causes of their stop.

51. Masters of vessels shall receive a receipt or certificate from the operator of reception facilities, including barges and tankers, indicating the amount of pumped wash water, dirty ballast, residues or oily mixtures, as well as the time and date of pumping. A receipt or certificate shall be kept with Oil Operations Log.

Paragraph 2. Procedure for the prevention of pollution by noxious liquid substances in bulk

52. Noxious liquid substances, which are not oil, transported in bulk by chemical tankers, shall be divided into categories in accordance with Annex II to MARPOL.

53. On chemical tankers, only hazardous liquid substances specified in the International code of construction and equipment of ships carrying dangerous chemicals in bulk shall be allowed to be transported in bulk, as amended, adopted by the resolution of the MERS.119(52) of the Committee for marine environment protection of the Organization (hereinafter - the IBC Code) or by agreement between the countries involved in their transportation, a temporary assessment of their hazard category has been given in accordance with Annex II to MARPOL.

Footnote. Paragraph 53 is in the wording of the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

54. It is necessary that the design of the ship, its equipment, devices and systems designed to prevent pollution of the sea by harmful liquid substances from the ship, meet the requirements of Annex II to MARPOL.

55. It is necessary that the design, construction, equipment, systems, devices, materials and operation of vessels on which the transportation of harmful liquid substances in bulk specified in the IBC Code is allowed, in order to minimize the uncontrolled discharge of such substances into the sea, shall comply with the requirements of Annex II to MARPOL, as well as the IBC Code and the Code of construction and equipment of ships, transporting dangerous chemicals in bulk, as amended, adopted by the resolution of the MERS.20(22) of the Committee for marine environment protection of the Organization, depending on the date of conclusion of the construction contract and the date of construction of the vessel.

Footnote. Paragraph 55 is in the wording of the order of the Minister of Industry and Infrastructure Development of the Republic of Kazakhstan dated 26.01.2022 No. 31 (shall be enforced upon expiry of ten calendar days after the day of its first official publication).

56. At the request of the master of the ship, the MAP may provide an exemption from the pre-wash requirement if it makes sure that:

1) the unloaded tank will be reloaded with the same substance or another substance compatible with the previous one, and that the tank will not be flushed or ballasted before loading;

2) no flushing or ballasting of an unloaded tank takes place at sea. Pre-washing is carried out in another port, provided that it is confirmed in writing that a reception facility is available and suitable for this purpose in this port;

3) cargo residues will be removed by ventilation approved by the Register of Shipping or recognized foreign classification societies in accordance with Annex II to MARPOL.

57. Each vessel with a gross tonnage of 150 or more tons registered with a certificate of transport of noxious liquid substances in bulk has on board a ship emergency plan for marine pollution by harmful liquid substances approved by the Register of Shipping or recognized foreign classification societies.

58. The plan shall be drawn up in accordance with the Guidelines for the Development of Shipboard Emergency Plans for the Control of Marine Pollution by Oil and / or Harmful Liquid Substances, as amended by the Committee for the Protection of the Marine Environment of the Organization by resolution MEPC.85 (44), in writing in the working language or languages understood by the master and the command squad.

59. Each vessel on which the transport of substances is permitted shall have guidance on methods and devices approved by the Register of Shipping or recognized foreign classification societies.

60. The mentioned guidance shall have a standard format in accordance with Supplement 4 to Annex II to MARPOL. For a vessel operating international voyages in which the language used is not English, Spanish or French, the text includes a translation into one of these languages.

61. The main purpose of the guidance on methods and devices shall be to provide persons on command of the vessel with information about physical devices and all operational procedures in relation to cargo handling, tank cleaning, sludge handling, as well as ballasting and de-ballasting of cargo tanks, which are performed to meet the requirements of Annex II to MARPOL.

62. The seaports and terminals where ships carrying noxious liquid substances in bulk in accordance with sub-clause arrive 7) of the List of Compulsory Services of the Seaport shall provide for port receiving facilities for receiving residues and mixtures containing such residues of harmful liquid substances, sufficient to meet the needs of all vessels calling at the port without leading to excessive downtime of these vessels.

63. Terminals for unloading cargo shall be equipped with devices that facilitate the cleaning of cargo tanks of ships unloading harmful liquid substances at these terminals. Cargo hoses and pipelines of the terminal containing harmful liquid substances discharged from vessels do not allow the flow of these substances back to the vessel.

64. Upon receipt from a Kazakhstan vessel of a notice of non-compliance with requirements of Annex II to MARPOL of the port receiving facilities in a foreign port, the authorized body shall inform the Organization thereof.

65. Crew members involved in cargo and ballast operations on chemical tankers, as well as monitoring the liquids transported on them for the prevention of pollution by noxious liquid substances in bulk, need to know:

1) arrangement of cargo tanks;

2) arrangement of cargo and cleaning systems;

3) arrangement of bow compartments, cofferdams, tunnels for pipelines;

4) arrangement of the ventilation of forward compartments, including how to use the ventilation system in normal and emergency conditions;

5) the location of the automatic valves on the gas exhaust system and the procedure for their operation during cargo and ballast operations and at the transitions of a chemical tanker by sea;

6) locations of measuring devices and the procedure for working with them to determine the level of cargo in tanks;

7) the location of the equipment, signaling the appearance of gases (vapors) or exceeding the norm of gas contamination by gases (vapors) of harmful substances on decks or in the premises of the vessel, and the procedure for operating this equipment.

66. Before loading, the master of a chemical tanker shall receive information from the consignor about the harmful substance to be transported as bulk cargo, including the name, density, flash point, explosive limits, as well as the category of hazard of the substance to human health and living resources of the sea.

67. Cargo shall be loaded according to the transportation chart according to the cargo plan approved by the master of the vessel. The technological chart shall indicate which highways will receive the cargo, the sequence of opening and closing of cargo valves, which voids must be left in cargo tanks. The technological chart must be familiarized with the personnel of the vessel, who will be directly engaged in the implementation of cargo operations.

68. The whole crew must be familiarized in advance with the properties of the harmful substance intended for loading, brief information about the harmful substance must be posted on the ship in such a place that every crew member can read it at any time.

69. During the loading process, no vapors of harmful substances shall be released onto the cargo deck through the hatches of cargo tanks, inspection eyes, and necks for washing machines.

If the chemical tanker is equipped with automatic valves of the gas evacuation system (pressure-vacuum), it is necessary to check their operation regularly.

70. Before the chemical tanker arrives at the port, the master shall receive confirmation from the port authorities that it is possible to receive dirty ballast, flushing water, other mixtures and residues of harmful liquid substances carried on the tanker as cargo, the ship needs to be delivered.

71. If it is necessary to wash the tanks after transporting noxious substances to receive additional ballast, which will then be dropped, or to clean the tanks, this washing must be done in accordance with Rule 8 of the Appendix II MARPOL.

72. In the presence of vessels, especially fishing vessels, in the area of emergency discharges of harmful substances, the master of the vessel must make a warning broadcast in clear text on the international calling channel, recording the confirmation on tape and pick up the corresponding signals according to the International Code of Signals.

Paragraph 3. Procedure for the prevention of pollution by harmful substances carried in sea in packaged form

73. The harmful substances carried in sea in packaged form, are substances that are identified as sea pollutants in the International Maritime Dangerous Goods Code, adopted by resolution of the Maritime Safety Committee of the Organization MSC.122 (75) (hereinafter referred to as the IMDG Code) or which meet the criteria specified in Annex III to MARPOL.

74. Packaging is defined as the forms of the cargo containers indicated for harmful substances in the IMDG Code. In order to eliminate the danger of pollution of the marine environment during transportation and during transshipment operations in ports, it is necessary that the package meets the conditions of transportation and the properties of the harmful substance contained in it.

75. Packages containing a harmful substance shall be marked with a reliable long-term marking with the correct technical name of the harmful substance or shall be provided with reliable long-lasting labels indicating that the substance is a harmful substance in accordance with the relevant provisions of the IMDG Code. Marking shall be carried out with paints that are resistant to the effects of the marine environment for at least three months, in accordance with the requirements of Annex II to MARPOL.

76. The method of marking or labeling packages containing harmful substances must be consistent with the relevant provisions of the IMDG Code.

77. In addition, information related to the transport of harmful substances was also in compliance with the relevant provisions of the IMDG Code and provided to the master of the seaport as part of the audit.

78. In order to eliminate danger to the marine environment without compromising the safety of the ship and people on board, harmful substances are placed and fixed in accordance with the IMDG Code.

79. Vessels whose keel was laid down on December 31, 1990, or after this date, are equipped with tanks of sufficient capacity to collect leakage, drainage and waste oil from power plants, which may include tanks for oily sediments.

80. Empty containers, freight containers, demountable tanks that have been previously used for the transport of harmful substances should be considered a source of pollution if appropriate precautions have not been taken to ensure that they do not contain any residue that poses a hazard to the marine environment.

81. The master of the vessel or the first mate, before loading harmful substances in packaging and in bulk, shall instruct crewmembers about the properties of these substances, their degree of harmfulness to living resources of the sea and humans.

82. The loading of packaged harmful substances into the holds of a vessel or unloading from holds shall be carried out under the direct supervision of a person specially designated for this by the master.

83. Harmful substances in packaging and in bulk during transportation by sea shall be placed so as to prevent their accidental release into the sea.

84. Cargo operations with for the prevention of pollution by noxious liquid substances in bulk shall be carried out in seaports at special industrial transshipment complexes or at universal transshipment complexes, provided that the requirements for loading and unloading are met during production.

Loading, unloading and sorting of harmful substances carried in packaging shall be performed in the presence of a competent port representative.

85. Loading and unloading of harmful substances shall be carried out according to the working technological maps developed by the port in accordance with the characteristics and properties of these substances.

86. Cargo spaces with for the prevention of pollution by noxious liquid substances in bulk , transported on the deck of the ships, shall be placed and secured so as to exclude the possibility of their movement on the deck and discharge into the sea under adverse hydrometeorological conditions of navigation, as well as well protected from exposure to sea water and precipitation.

87. During freight operations with for the prevention of pollution by noxious liquid substances in bulk, all measures shall be taken in the package to prevent breach of packaging and related sea pollution.

88. To enter a hold loaded for the prevention of pollution by noxious liquid substances in bulk in packaging and in bulk, and work there may only be provided that the concentration of harmful vapors and gases does not exceed the established safe standards. To ensure safety, these rooms shall be carefully ventilated or ventilated. In case of emergency, entry into the hold at hazardous concentrations of vapors and gases is permitted subject to special precautions. Rules for cargo handling in holds loaded for the prevention of pollution by noxious liquid substances in bulk, which are dangerous at the same time, shall be regulated by the IMDG Code.

89. Before starting work with the prevention of pollution by noxious liquid substances in bulk, transported in packaging, you need to make sure the packaging is intact and there is no bulk or spill.

90. On the executive cargo plan, at the end of the loading of the vessel, the location of the harmful substances on the vessel shall be clearly indicated. A copy of the cargo plan shall be kept at the port until these harmful substances are unloaded at the ports of destination.

91. The master of the vessel, transporting the harmful substance in packaging and in bulk, shall ensure throughout the entire time the harmful substance is on board that it monitors the state of packaging, stowage and securing of the cargo, gas contamination and temperature in cargo rooms (if the substance has the properties of self-heating and the formation of hazardous concentrations gases and vapors) according to the regulations of transportation.

92. During the voyage, attention shall be paid to the harmful substance carried in the package on deck. If damage to the package is found, measures must be taken to exclude the discharge of the harmful substance into the sea, for which it is necessary to immediately close the deck scuppers and proceed with the cleaning of the spilled or spilled harmful substance. Containers, decks, bulkheads and other surfaces contaminated with harmful substances shall be cleaned of harmful substances by methods and means prescribed by the instructions that are transferred to the ship by the consignor before loading the harmful substances.

93. The valves that cut off the drainage lines of the holds in which harmful substances are transported shall be closed, crimped and sealed.

94. Each pumping of bilge water from cargo holds in which harmful substances are transported shall be carried out with the knowledge and permission of the master of the vessel after analysis to determine the absence of harmful substances in the bilge water to be pumped.

Methods of sampling and analysis of bilge water in ship conditions for the content of harmful substances in them, as well as the necessary equipment and preparations shall be transferred to the master of the vessel at the port of loading by the shipper.

95. After the completion of cargo operations with for the prevention of pollution by noxious liquid substances in bulk, transported on a ship in packaging and in bulk, holds and decks shall be thoroughly cleaned of residual harmful substances and, if necessary, shall be degassed.

96. Small amounts of harmful substances that have been spilled or spilled in the hold of the vessel, as well as after dry cleaning after transportation in bulk, are collected in a separate container, and the residues shall be washed off in bilges or wells, followed by pumping into a collection tank.

97. The use of a prefabricated tank shall be allowed only for the dilution of water-soluble liquid or solid substances that do not react with the material of which the tank is made.

98. An automatic system shall be provided on the vessel, which ensures the transfer of solution from hold bilges or wells to the team.

99. It shall be allowed to use a system cut off from all other systems by non-return valves.

100. To use a collection tank to dilute harmful substances emitting harmful or flammable gases or vapors shall not be allowed if the air or metering pipes of the tank exit in the area of residential and office premises.

101. Pumps, air tubes, sampling openings designed to work especially for the prevention of pollution by noxious liquid substances in bulk, shall be equipped with plates with appropriate warning signs and inscriptions in accordance with the requirements of the IMDG Code.

102. After processing the harmful substance, the collection tank, piping system, pumps and other devices shall be thoroughly washed, and degassed if necessary.

103. If the measurement was carried out manually and the harmful substance is classified as dangerous goods, then the person performing the metering shall use the protective equipment required by the IMDG Code for the substance being processed.

104. When collecting any kind of residues and mixtures of harmful substances in the tank, as well as ballast and wash water containing harmful substances, the possibility of hazardous interaction of substances with each other, as well as with the container material, shall be taken into account.

105. Unloading and delivery of residues of harmful substances, as well as washing and ballast water containing harmful substances from prefabricated containers, shall be carried out in ports at receiving facilities.

106. A vessel intended for the transport of dangerous goods shall have a document on the compliance of the vessel for the transportation of dangerous goods issued by the Register of Shipping or recognized foreign classification societies.

In the absence of a document of conformity of the vessel for the transport of dangerous goods, the transport of dangerous goods by sea shall not be allowed.

107. The shipper shall ensure the timely issuance of certificates for harmful substances carried in packaging and in bulk, with the correct indication of the category of harmfulness, and also shall provide the carrier with instructions for sampling and analysis of bilge water in cargo hold with the necessary equipment and preparations, if there is none on the board.

108. The shipper shall submit to the carrier a document confirming that the packaging of harmful substances meets the requirements of the IMDG Code.

109. The port of loading (unloading) must provide the vessel with a container for removing wash water from the vessel.

110. The responsible person appointed by the master of the vessel, managing cargo operations with the for the prevention of pollution by noxious liquid substances in bulk, transported in packaging and in bulk, shall monitor the proper placement and fastening, special shelter of cargo loaded on deck and in holds, the fulfillment of the conditions for joint loading various harmful goods and observing safety measures during loading and unloading.

Paragraph 4. Procedure for the prevention of pollution by sewage from ships

111. The design of the vessel, its equipment, devices and systems designed to prevent pollution of the sea by untreated sewage from the ship must comply with the requirements of Annex IV to MARPOL.

112. Discharge of wastewaters from the vessel to port receiving facilities shall be carried out by pipelines specially designed for this purpose through standard drain connections.

113. Before discharging the wastewater, the contents of the collection tank shall be pre-mixed (loosened).

114. Before discharging the wastewater to port receiving facilities, the system readiness shall be checked.

115. In areas where wastewater discharge is prohibited, the shutoff valves of the sewage discharge pipe overboard shall be sealed in a closed state, and the means for automatically starting and stopping pumps designed to empty prefabricated tanks is switched to manual mode.

116. After the discharge of wastewater, the collection tank, drain pipelines shall be washed with seawater and its delivery to port reception facilities.

117. In seaports in accordance with sub-clause 7) of the List of Compulsory Services of the Seaport, port receiving facilities for the reception of untreated wastewater sufficient for all vessels calling at the port, shall be provided for without leading to excessive downtime of these vessels.

118. Upon receipt of a notice from a Kazakhstan vessel on a case of non-compliance of port reception facilities in a foreign port with the requirements of Annex IV of MARPOL, an authorized body shall inform the Organization of the non-compliance.

Paragraph 5. Procedure for the prevention of pollution by garbage from ships

119. Garbage formed on a ship must be collected in devices specially designed for this purpose (removable or built-in). This garbage shall be stored until it is delivered to the port receiving facilities.

120. To collect garbage, it is necessary to provide separate marked containers on the vessel. In these containers (cans, barrels, bags, containers, buckets) shall be accumulated separately:

- plastic products (clean as well as mixed with non-plastic waste;
- food waste;
- other types of garbage.

121. The location of removable devices for the collection and storage of garbage shall be determined by the administration of the vessel. Removable devices shall be located close to the main sources of garbage and are located in the area of the ship's lifting equipment to ensure loading and unloading of garbage.

122. After each emptying, the garbage storage tank shall be washed out and the flushing water shall be delivered to the port receiving facilities.

123. For the treatment of waste, ships can be equipped with incinerators, pressing devices or shredders.

124. The garbage shredder must ensure its grinding to particles whose size does not exceed 25 mm.

125. Most garbage may be compressed, except for non-fragmented sheet plastic, fiber, cardboard, containers for liquid and bulk cargo, and thick-walled metal objects. Containers sealed hermetically shall not be pressed due to the probability of an explosion.

126. Waste incinerator (incinerator) shall be approved by the Register of Shipping or recognized foreign classification societies.

127. Incinerators used on ships shall be intended for the incineration of waste and oil waste.

128. In order to reduce fuel consumption, simultaneous burning of garbage and oil waste shall be allowed.

129. When burning oil wastes, they should be prepared carefully using equipment for preparing oil wastes for burning. In this case, it shall be necessary to pay attention to the content of petroleum products in oil waste, not allowing it to decrease below that specified in the instruction manual.

130. When burning oil wastes, they should be prepared carefully using equipment for preparing oil wastes for burning. In this case, it shall be necessary to pay attention to the content of petroleum products in oil waste, not allowing it to decrease below that specified in the instruction manual.

131. The ash generated by burning plastic may contain heavy metal waste, as well as toxic waste. Such ash shall be stored on board and delivered to port reception facilities.

132. In garbage storage areas, regular preventive measures should be taken to prevent infections.

133. The port receiving facilities for garbage collection sufficient to meet the needs of all vessels calling at the port without leading to excessive downtime of these vessels shall be provided in seaports.

134. Garbage from the vessel shall be delivered to port reception facilities. The port upon request of the vessel shall receive garbage or shall ensure reception of loaded removable devices and delivery to the vessel empty, suitable for collecting and storing garbage in them in accordance with sub-clause 7) of the List of Compulsory Services of the Seaport.

135. If the port berth or floating garbage collector is not equipped with sufficient lifting equipment to receive and supply garbage devices, then the vessel must perform these operations with its own lifting equipment.

136. Detergents or additives contained in water for washing cargo holds, decks and external surfaces shall be delivered to port receiving facilities.

137. Upon receipt of a notice from a Kazakhstan vessel on the case of non-compliance of port reception facilities in a foreign port with the requirements of Annex V to MARPOL, the authorized body shall inform the Organization about the non-compliance.

138. On each vessel with a total length of 12 m or more, as well as on stationary and floating platforms in clearly visible places in the area of provisioning rooms, a dining room, a wardroom, on a navigation bridge, main deck and other appropriate places, posters of 12.5 × 20 that notify crew and passengers of applicable waste disposal requirements shall be placed.

Posters shall be made in the state and Russian languages and, if necessary, in English.

139. On each ship with a gross tonnage of 100 or more register tons and on each ship that can carry 15 people or more, as well as on stationary and floating platforms, a crew management plan must be in place.

The mentioned plan shall provide for written procedures for minimizing, collecting, storing, processing and disposing of garbage, including the use of equipment on board the vessel. It also indicates who is responsible for implementing the plan.

140. The crew's waste management plan should be in accordance with the guidelines for the development of waste management plans adopted by the Organization's Marine Environment Protection Committee by resolution MEPC.71 (38) and drawn up in the crew's working language.

141. Emergency loss or discharge of fishing gear that pose a significant threat to the marine environment or shipping shall be reported by the master of the vessel to the state whose flag the vessel shall be entitled to fly, and if loss or discharge occurred in waters under the jurisdiction of the coastal state, also to that coastal state.