



NIUE SHIP REGISTRY

Website: www.niueship.com

REQUIREMENTS FOR APPROVAL OF SHIPBOARD MARINE POLLUTION EMERGENCY PLANS FOR OIL AND/OR NOXIOUS LIQUID SUBSTANCES (Circular NMC6.2012 (rev0))

PURPOSE: Provides Niue's policy on approval of a SOPEP (Shipboard Oil Pollution Emergency Plan) and the combined SMPEP (Shipboard Marine Pollution Emergency Plan).

RELATED DOCUMENTS:

1. MARPOL, International Convention for the Prevention of Pollution from Ships, Consolidated Edition 2017, as amended
2. IMO Resolution A.851(20), General principles for ship reporting systems and ship reporting requirements, including guidelines for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants, adopted 27 November 1997, as amended by Resolution MEPC.138(53), adopted 22 July 2005
3. IMO Resolution MEPC.54(32), Guidelines for the development of shipboard marine pollution emergency plans, adopted 6 March 1992, as amended by MEPC.86(44), adopted 13 March 2000
4. IMO Resolution MEPC.85(44), Guidelines for the development of shipboard marine pollution emergency plans for oil and/or noxious liquid substances, adopted 13 March 2000, as amended by MEPC.137(53), adopted 22 July 2005

APPLICATION:

This marine circular applies to the following Niue flagged vessels:

- (a) oil tankers of 150 GT and above, and every other type of ship of 400 GT and above; and
- (b) every ship above 150 GT certified to carry noxious liquid substances.

REQUIREMENTS:

A. SOPEP

- .1 All oil tankers of 150 GT and above and every other type of ship of 400 GT and above must carry on board a SOPEP in accordance with MARPOL Annex I Reg 37.1.
- .2 In accordance with MARPOL Annex I Reg 37.4, all oil tankers of 5,000 tons deadweight and above must have prompt access to computerized shore-based ERS (Emergency Response Service) offering 24/7 damage stability and residual structural strength calculations for the ship.
- .3 Contact details of the entity (refer to IACS Recommendation No. 145 for the Operation of Shore-Based ERS) providing ERS must be inserted in the list of ship interest contacts that is appended to the approved plan.

B. SMPEP

- .1 In accordance to MARPOL Annex II Reg 17.1, a SMPEP for noxious liquid substances shall be carried on board every ship of 150 GT and above certified to carry noxious liquid substances in bulk.
- .2 In accordance to MARPOL Annex I Reg 37.3 and Annex II Reg 17.3, where the SOPEP and SMPEP are combined, the title of the plan must be named "Shipboard Marine Pollution Emergency Plan", and it shall be prepared in accordance with the guidelines of Resolution MEPC.85(44), as amended.

- .3 The SMPEP shall contain the latest list of national operational contacts responsible for the receipt, transmission and processing of urgent reports on incidents involving harmful substances including oil from ships to coastal states. The list of national operational contacts for this purpose can be found in IMO's MSC-MEPC.6/Circ.19 which is updated quarterly and can be found on IMO's website or on GISIS (Global Integrated Shipping Information System) if you have an account.
- .4 Where the master encounters difficulty in contacting the responsible authority, he or she should contact the nearest coastal radio station, designated ship movement reporting station, or rescue coordination center by the quickest available means.

C. Plan Development and Approval

- .1 All plans must be approved by one of Niue's RO (Recognized Organization) and ship owners and operators shall contact the respective RO for guidance on the development and approval of these plans.
- .2 Plans previously approved do not need to be re-approved if the approval was done by a Niue RO or if the losing flag State is a Party to MARPOL. However, the attending surveyor must verify and endorse that necessary revisions have been made to update Niue as the new flag State. The RO shall maintain a copy of the endorsed plans in its files.
- .3 The gaining RO shall contact the Niue Ship Registry at technical@niuship.com in the case where the plan approval was not previously done by a Niue RO, or if the losing flag State is not a Party to MARPOL.
- .4 Where there is a change of ship management, the plans shall require to be re-approved by the RO.