

Operational level			
13 – Maritime Environmental Protection			
Questions			Correct answer
O/T – determines the nature of the question (obligatory, requiring more time)			
No.	O/T	Module 1– Maritime Environmental Protection	Module 1
1.	O	Climate factors such as: temperature, water, light, wind, pressure, are: a) biotic factors b) abiotic factors c) neutral factors	B
2.	O	Biotic factors are factors that constitute a living component of the maritime environment. They include: a) soil b) pressure c) green plants (producers)	C
3.	O	Biotic factors are factors that constitute a living component of the maritime environment. They include: a) consumers (animals) b) wind c) light	A
4.	O	Biotic factors are factors that constitute a living component of the maritime environment. They include: a) water b) decomposers (bacteria) c) ocean currents	B
5.	O	The International Convention for the Prevention of Pollution from Ships MARPOL 73/78 relates to the protection of the maritime environment: a) of selected bodies of water b) of The Baltic Sea c) globally	C

6.	<input type="radio"/>	The International Convention for the Prevention of Pollution from Ships MARPOL 73/78 includes: a) three annexes b) six annexes c) seven annexes	B
7.	<input type="radio"/>	Annex I of the MARPOL 73/78 Convention includes provisions on the prevention of pollution: a) by harmful substances carried in bulk b) by oils c) of the sea by garbage and sewage from ships	B
8.	<input type="radio"/>	Annex IV of the MARPOL 73/78 Convention, ratified in 2005, regards: a) pollution caused by ballast water b) pollution caused by scrapping ships c) prevention of air pollution from ships	C
9.	<input type="radio"/>	The phenomenon of eutrophication of marine waters is one of the more serious threats to the correct and balanced functioning of a marine ecosystem. It is: a) oil pollution b) pollution by garbage from ships c) pollution by nitrogenous and phosphorus compounds causing an intense bloom	C
10.	<input type="radio"/>	Ballast water is a threat to the marine environment: a) as it transports living organisms present in that water between other ports b) due to the pumping of various cargo residues c) due to the pumping of various cargo residues and pollutants from the ship	A
11.	<input type="radio"/>	Oil separators used for purifying bilge water should have an efficiency of at least: a) 4 ppm b) 12 ppm c) 15 ppm	C
12.	<input type="radio"/>	The MARPOL Convention divides marine areas into: a) special and other areas b) areas of extraordinary significance for environmental protection c) areas of privileged environmental protection,	A

13.	<input type="radio"/>	The Oil Record Book: Part I includes information on: a) the management of oily water in the engine room b) cargo operations on the tanker c) the procedure of discharging cargo residues	A
14.	<input type="radio"/>	Which one of the following is to be entered into the Oil Record Book: Part II: a) operations relating to oily water in the engine room b) cargo operations on the tanker c) data relating to the bunkering of the ship	B
15.	<input type="radio"/>	In shipboard incinerators, it is possible to incinerate: a) oil dregs from the engine room b) oil cargo residues from the tanker c) substances covered by Annex II of the MARPOL Convention	A
16.	<input type="radio"/>	Incineration in incinerators may take place: a) with no restrictions b) anywhere outside an exclusive economic zone c) anywhere outside of ports, harbours and estuaries	C
17.	<input type="radio"/>	On a bunker delivery note, there should be: a) content of PCB substances in fuel b) sulphur content in fuel c) quantity of water in fuel	B
18.	<input type="radio"/>	A shipboard oil pollution emergency plan should include: a) the minimum manning of the ship b) a current contact list of authorities and persons to be notified in case of an oil spill c) quantity of fuel on the ship	B
19.	<input type="radio"/>	Disposal of crushed glass: a) is allowed outside special areas b) is not allowed c) is allowed at least 25 miles from the shore	B
20.	<input type="radio"/>	In special areas, a tanker may: a) dispose of cargo residues provided that the standard of 15 ppm is complied with b) not dispose of cargo residues to the sea c) dispose cargo residues to the sea, but provided that the maximum rate is 30 litres per nautical mile	B

21.	○	Residues of category-X dangerous cargo carried in bulk: <ul style="list-style-type: none"> a) may be discharged to the sea but at least 12 nautical miles from the shore b) may not be discharged to the sea c) may be discharged to the sea but their concentration must not exceed 15 ppm 	B
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