ITER-GOVERNMENTAL MARITIME
ONSULTATIVE ORGANIZATION

MP/CONF/8/24
15 October 1973
Original: ENGLISH

IMCO

INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
Agenda item 7

CONSIDERATION OF A DRAFT INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973

Proposals submitted jointly by the Delegations of the People's Republic of Bulgaria, of the Socialist Republic of Romania, of the Ukrainian Soviet Socialist Republic and of the USSR on the recognition of the Black Sea as a special area (as defined in Regulation 1(10) of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973)

The above mentioned delegations, in submitting these proposals, have taken into consideration the following:

(1) The Black Sea is almost completely a geographically closed basin whose connexion with the world ocean is maintained only through the Bosfor Straits. The volume of the years water exchange is negligible and can be evaluated as only 0.001 of all the Black Sea waters volume, so the complete exchange of this water may be practically achieved only during thousands of years. All this leads to a situation when the substances discharged into the Black Sea are being disintegrated and oxidized only because of the self-purification ability, which is sufficiently limited. The casting out of such substances beyond the limits of the Black Sea is practically nil. This situation worsens because of the fact that the direction of the main currents of the Black Sea leads to the concentration of pollutants in coastal areas and to their spreading along its shores to long distances.

(2) The hydrochemical regime of the Black Sea is also extremely unfavourable with regard to the dissolved oxygen which is absent in more than 100-120 metres isobath. All deep waters contain dissolved sulphur hydrogen as a result of natural processes taking place there and because of the absence of vertical mixing of water masses. Intensive pollution lowers the rate of dissolved oxygen which has some negative effects on fisheries, not only in the sea itself, but in the falling rivers, such as the Danube, Dnieper, Prut.

(3) Most part of the year the water in the Black Sea is cold, which causes a slowing down of the chemical and geological degradation of certain pollutants.

(4) It must be taken into account that the shores of the Black Sea are world known health resorts and are used by millions of people. This is another reason why the pollution of the coastal waters is inadmissible.

The delegations would also like to point out that in the text of the "International Convention for the Prevention of Pollution of the Sea by Oil, 1954" the especial status of the Black Sea was recognized and therefore the discharge of waters polluted by oil was prohibited.

In connection with the above stated considerations the delegations of the People's Republic of Bulgaria, of the Socialist Republic of Romania, of the Ukrainian Soviet Socialist Republic and the Union of Soviet Socialist Republics, would like to make the following proposals:

ANNEX I, Regulation 12

In Regulation 12(4) of Annex I (Black Sea) to insert:

(1) The Black Sea is recognized as a special area and therefore the prevention of oil pollution by ships should be effected in the following manner:

(a) Oil tankers and other ships of more than 400 registered tons while operating in the Black Sea, shall retain on board, oil drainage and sludge, dirty ballast, tank washing and bilge waters and, if proceeding to ports, oil loading terminals, repair ports, sea water courses with a low depth contour which may require ballast lightening, shall discharge them only to shore reception facilities to be provided there, as appropriate, by the Contracting Governments.

(b) Each Contracting Government, not later than 1 January 1977, shall provide every oil loading terminal with facilities adequate for the reception and treatment of all dirty ballast and tank washings, waters from tankers and other ports and repair ports and entrance to sea water courses with a low depth contour under its jurisdiction located in the Black Sea with facilities for the reception of bilge waters.

(c) Towards 1 January 1977 each Contracting Government shall report to the Organization for the information of all the Contracting Governments concerned of the readiness of their ports for the reception of waters polluted by oil.

(2) Subject to the provisions of Regulation 10 of this Annex any discharge into the sea of oil or oily mixtures* from ships to which this Annex applies shall be prohibited, except in the case of a ship other than an oil tanker of less than 400 tons gross tonnage discharging oil or oily mixtures from machinery space bilges. Discharge from machinery space bilges in such ships (of less than 400 tons gross tonnage) may be permitted only when all the following conditions are satisfied:

(a) the ship is proceeding on route;

(b) the oil content of the discharge is less than (100) parts of oil per 1,000,000 parts of effluent;

(c) the instantaneous rate of discharge of oil content does not exceed (60) litres per nautical mile;

(d) the discharge is made as far as practicable from the land but in no case less than (12) nautical miles from the nearest land;

(e) the discharge shall not contain chemicals or other substances which are hazardous to the marine environment.

---

* Depending on the final definition of oil, the text may need to be amended to cover both persistent and non-persistent oils.

ANNEX II Regulation 5A - Discharge of Noxious Substances Within Special Areas

(1) For the purpose of this Annex "special areas" shall include the Black Sea Area.

(2) For the purpose of this Annex the Black Sea Area means the Black Sea proper.

Subject to the provisions of Regulation 6 of this Annex.

(3) The discharge into the sea of substances in Category A and Category B as defined in Regulation 3(1)(a) and (b) of this Annex or those provisionally categorized as such or ballast water, tank washings, or other residues or mixtures containing such substances, shall be prohibited.

If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility until the concentration of the substance in the effluent to such facility is at, or below, the residual concentration prescribed for that substance in Appendix II to this Annex and the tank is as empty as practicable. Provided that the residue then remaining in the tank is subsequently diluted by the addition of a volume of water, not less than 5% of the total volume of the tank, it may be discharged to the sea when all the following conditions are also satisfied:

(a) the ship is proceeding on route at a speed of at least 7 knots, 4 knots for barges;

(b) the procedures and arrangements for discharge shall be carried out in co-ordination with the Administration on the basis of reliable calculation, that the concentration of the substance shall be adequately further diluted when it reaches the wake immediately astern the ship;

(c) discharge is made below the waterline, taking into account the location of the seawater intakes; and

(d) the discharge is made at a distance of not less than 12 nautical miles from the nearest land in a depth of water of not less than 25 metres.

(4) The discharge into the sea of substances in Category C, as defined in Regulation 3(1)(c) of this Annex or those provisionally categorized as such or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. However, such mixtures may be discharged when the following conditions are all satisfied:

(a) the ship is proceeding on route at a speed of at least 7 knots, 4 knots for barges;

(b) procedures and arrangements for the discharge shall be carried out in co-ordination with the Administration on the basis of reliable calculation, that the concentration of the substance discharged may be expected not to exceed 1 part per million in the wake immediately astern of the ship;

(c) the maximum quantity of cargo discharged into the sea from each tank and its associated piping system does not exceed 1 cubic metre or 1/3,000 of the tank capacity in cubic metres, whichever is the greater;

(d) the discharge is made below the waterline, taking into account the location of the sea water intakes; and

(e) the discharge is made with the ship not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.