



## IMCO

INTERNATIONAL CONFERENCE ON  
MARINE POLLUTION, 1973  
Committee II  
Agenda item 2

CONSIDERATION OF THE DRAFT TEXT OF ANNEX I OF THE  
INTERNATIONAL CONVENTION FOR THE PREVENTION  
OF POLLUTION FROM SHIPS, 1973

Revised Draft Regulations of Annex I

Prepared by the Secretariat

### CHAPTER II

#### REQUIREMENTS FOR CONTROL OF OPERATIONAL POLLUTION

##### Regulation 9

##### Control of Discharge of Oil

- (1) Subject to the provisions of Regulation 10 of this Annex and paragraph (2) of this Regulation, any discharge into the sea of oil or oily mixtures, other than mixtures that have the oil content equivalent to clean ballast,\* from ships to which this Annex applies shall be prohibited:
- (a) from an oil tanker, except as provided for in sub-paragraph (b) of this Regulation:
- (i) within an area defined in Regulation 1(10) of this Annex;
  - (ii) outside an area defined in Regulation 1(10) of this Annex at a distance of 50 nautical miles or less from the nearest land; and

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\* The wording might require improvement.

- (iii) outside an area referred to in sub-paragraphs (i) and (ii) of this sub-paragraph, except when all the following conditions are satisfied:
- (1) the tanker is proceeding en route;
  - (2) the instantaneous rate of discharge of oil content does not exceed 60 litres per nautical mile;
  - (3) the total quantity of oil discharged into the sea does not exceed for existing tankers 1/15,000 of the total quantity of the [particular] cargo of which the residue formed a part, and for new tankers 1/30,000 of the total quantity of the [particular] cargo of which the residue formed a part; and
  - (4) the tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by Regulation 15 of this Annex, provided that in the case of existing ships this requirement shall apply after three years from the date of entry into force of the present Convention;
- (b) from a ship of 400 tons gross tonnage and above other than an oil tanker and from machinery space bilges excluding cargo pump room bilges of an oil tanker unless they are [combined] with cargo residue:
- (i) within an area defined in Regulation 1(10) of this Annex;
  - (ii) outside an area defined in Regulation 1(10) of this Annex at a distance of 12 nautical miles or less from the nearest land; and
  - (iii) outside an area as referred to in sub-paragraphs (i) and (ii) of this sub-paragraph except when all the following conditions are satisfied:

- (1) the ship is proceeding en route;
- (2) the oil content of the discharge is less than 100 parts of oil per 1,000,000 parts of effluent;
- (3) the instantaneous rate of discharge of oil content does not exceed 60 litres per nautical mile;
- (4) the ship has in operation [an oil discharge monitoring and control system]\* an oil water separating equipment or other installation as required by Regulation 16 of this Annex, provided that in the case of existing ships this requirement shall apply after three years from the date of entry into force of the present Convention;

(2) In the case of a ship of less than 400 tons gross tonnage other than an oil tanker whilst outside an area as defined in Regulation 1(10) of this Annex, the Administration shall ensure that appropriate measures are taken that they are equipped as far as practicable and reasonable with facilities to ensure the storage of oil residues on board and their discharge in compliance with the requirements of paragraph (1)(b) of this Regulation.

(3) Ships while operating in areas defined in Regulation 1(10) of this Annex shall be subject to appropriate requirements of Regulation 12\*\* of this Annex.

(4) [to be discussed later]

(5) The discharge shall not contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment. The discharge shall not contain chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this Regulation.

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\* This provision may be reconsidered after Regulation 16 has been dealt with.

\*\* This paragraph may need reconsideration when Regulation 12 has been dealt with.

Regulation 10Exception

Regulation 9 of this Annex shall not apply to:

- (a) the discharge of oil or oily mixture from a ship necessary for the purpose of securing the safety of a ship or saving life at sea; or
- (b) the escape of oil or oily mixture resulting from damage to a ship or its equipment except:
  - (i) [if the owner or the master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result, provided that in the case of such act or omission of the master it is also proved that he was acting within the scope of his employment]\*, and
  - (ii) if all reasonable precautions have been taken after the occurrence of the damage or discovery of the leakage for the purpose of preventing or minimizing the escape; or
- (c) the discharge into the sea of substances containing oil, approved by the Administration, when being used as dispersants for the purpose of combating specific pollution incidents in order to minimize the damage from pollution.

Regulation 13Segregated Ballast Oil Tankers

- (1) Every new oil tanker of 70,000 tons deadweight and above\*\* shall be provided with segregated ballast tanks complying with the requirements of this Regulation.

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\* The words in square brackets are the result of an informal consultation which took place in accordance with the wish of the Committee.

\*\* This figure might require modification depending on the outcome of the work of the Working Group on Segregated Ballast Tankers.

Regulation 1

Definitions

(1) "Oil" means petroleum in any form including crude oil, residual fuel oil, sludge, oil refuse and refined products (other than petrochemicals which are subject to the provisions of Annex II of the present Convention) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to this Annex.\*

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\* The Committee agreed that vegetable and animal oils shall be covered by Annex II. Accordingly Committee III is invited to consider the matter.