



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

Draft Regulations of Annex I

ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

CHAPTER II

REQUIREMENTS FOR CONTROL
OF OPERATIONAL POLLUTION

Regulation 12

Methods for the Prevention of Oil Pollution from Ships
While Operating in Special Areas

(1) For the purpose of this Annex the special areas shall include the Mediterranean Sea, the Baltic Sea, the Black Sea, the Red Sea and the [] Gulf.* which are defined as follows:

[(a) The Mediterranean Sea area means the Mediterranean Sea proper bounded in the east by the west entrance to the Bosphorus and in the west of the Strait of Gibraltar;

* Committee I is invited to review the expression and provide appropriate wording

- (b) The Baltic Sea area means the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by parallel of the latitude of the Skaw in the Skaggorak;
- (c) The Black Sea area means the Black Sea proper bounded by the east entrance to the Strait of Bosphorus;
- (d) The Red Sea area means the Red Sea proper bounded at the south by the Strait of [Aden];
- (e) The []* Gulf area means the Persian Gulf proper bounded at the South by a straight line between Cape and Cape.....]

[(2) Each Contracting Government of a State, the coastline of which borders on any of the special areas defined in Regulation 1(10) of this Annex, undertakes to ensure the earliest adoption of the following methods for preventing oil pollution in respect of areas under its jurisdiction.*]

- (3) (a) Subject to the provisions of Regulation 10 of this Annex, any discharge into the sea of oil or oily mixture from any oil **tanker and any ship** other than an oil tanker, of 400 tons gross tonnage and above shall be prohibited.
- (b) Such ships while in a special area shall retain on board all oil drainage and sludge, dirty ballast and tank washing waters or discharge them only to reception facilities.
- (4) (a) Subject to the provisions of Regulation 10 of this Annex, any discharge into the sea of oil or oily mixture from a ship other than an oil tanker, **of less than 400 tons gross tonnage**, shall be prohibited except when the oil content of the discharge does not exceed 15 parts per million or alternatively when all of the following conditions are satisfied:
 - (i) the ship is proceeding en route;
 - (ii) the oil content of the discharge is less than 100 parts per 1,000,000; and
 - (iii) the discharge is made as far as practicable from the land, but in no case less than 12 nautical miles from the nearest land.

- (b) 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.
- (5) The provisions of this Regulation shall not apply to the discharge of clean or segregated ballast.
- (6) Nothing in this Regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside the special area in accordance with Regulation 9 of this Annex except paragraph (1)(a)(i) and (1)(b)(i).
- (7) Shore facilities within special areas
 - (a) Mediterranean Sea, Black Sea and Baltic Sea
 - (i) Each Contracting Government not later than 1 January 1977 undertakes to ensure that all oil loading terminals and repair ports are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers. In addition all ports shall be provided with adequate reception facilities for other residues and oily mixtures from all ships according to the needs of the ships using them and without causing delay.
 - (ii) Each Contracting Government having under its jurisdiction entrances to seawater courses with low depth contour which could require a reduction of draught by the discharge of ballast undertakes to ensure the provision of the facilities referred to in sub-paragraph (1) of this paragraph but with the proviso that ships required to discharge large quantities of slops or dirty ballast could be subject to some delay.
 - (iii) During the period between the entry into force of the present Convention (if earlier than 1 January 1977) and 1 January 1977, oil tankers while navigating in the special area shall comply with the requirements of Regulation 9 of this Annex except paragraph (1)(a)(i) and (1)(b)(i).

- (iv) After 1 January 1977 each Contracting Government shall report to the Organization for transmission to the Contracting Governments concerned all cases where the facilities are alleged to be inadequate.
- (b) Red Sea and [] Gulf*
- (i) Each Contracting Government as soon as possible undertakes to ensure that all oil loading terminals and repair ports are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers. In addition all ports shall be provided with adequate reception facilities for other residues and oily mixtures from all ships according to the needs of the ships using them and without causing delay.
- (ii) Each Contracting Government having under its jurisdiction entrances to seawater courses with low depth contour which would require a reduction of draught by the discharge of ballast shall undertake to ensure the provision of the facilities referred to in sub-paragraph (i) of this sub-paragraph but with the proviso that ships required to discharge large quantities of slops or dirty ballast could be subject to some delay.
- (iii) Each Contracting Government concerned shall notify the Organization of the measures taken. Upon receipt of a sufficient number of such notifications the Organization shall establish a date from which the requirements of this Regulation in respect of the area in question shall take effect.
- (iv) After such date oil tankers loading in ports in such special area where such facilities are not yet available shall also fully comply with the requirements of this Regulation. However, tankers entering such **special** areas for the purpose of loading shall make every effort to enter the area with only clean ballast on board.

- (v) After the date on which the requirements for the special area in question take effect, each Contracting Government shall report to the Organization for transmission to the Contracting Governments concerned all cases where the facilities are alleged to be inadequate.
- [(vi) In the event that, by 1 January 1977 or one year after the date of entry into force of the present Convention, whichever occurs later, the reception facilities prescribed in sub-paragraph (i) of this sub-paragraph are not yet available in the special area in question, by that date reception facilities are to be provided at least to such extent as to comply with the provisions of Regulation 20 of this Annex.]
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