



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 14

Segregation of Oil and Water Ballast

- (1) Except as provided in paragraph (2) of this Regulation:
 - (a) in new ships of 4,000 tons gross tonnage and above, and in new oil tankers of 150 tons gross tonnage and above, no ballast water shall be carried in any oil fuel tank;
 - (b) in new ships of 4,000 tons gross tonnage and above other than oil tankers, any ballast water contained in any cargo tank shall meet the requirements of Regulation 1(16) of this Annex.
- (2) Where abnormal conditions render it necessary to carry ballast water which is not a clean ballast in any oil fuel tank or in any cargo tank, such ballast water shall be discharged to reception facilities or in accordance with the requirements of Regulation 9(1)(b) of this Annex, and an entry shall be made in the Oil Record Book to this effect.

(3) Except for oil tankers, new ships of less than 4,000 tons gross tonnage and all existing ships shall comply with the requirements of paragraph (1) of this Regulation as far as reasonable and practicable.

Regulation 15

Retention of Oil on Board

- (1) Oil tankers of 150 tons gross tonnage and above shall be provided with arrangements in accordance with the requirements of this Regulation.*
- (2) The ship shall be provided with adequate means for cleaning the cargo tanks and transferring the dirty ballast residue and tank washings from the cargo tanks into a slop tank approved by the Administration. In existing ships only, any cargo tank may be designated as a slop tank.

(the rest of Regulation 15 will be considered later)

Regulation 17

Tanks for Oil Residues (Sludge)

- (1) Every ship of 400 tons gross tonnage and above shall be provided with tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oily residues (sludges) resulting from the purification of fuel and lubricating oils and oil leakages in the machinery spaces, which cannot be dealt with otherwise in accordance with the requirements of this Annex.
- (2) In all ships, such tanks shall be designed and constructed so as to facilitate their cleaning and discharge of residues to reception facilities. Existing ships shall comply with this requirement as far as it is reasonable and practicable.

* The Committee will take a final decision on this paragraph consistent with its decisions on Regulation 11.

Regulation 18

Pumping and Piping Arrangements of Oil Tankers for the Discharge to Reception Facilities* or to the Sea

- (1) In every oil tanker, pipelines for the discharge of dirty water ballast or oil contaminated water to reception facilities shall be led to the open deck on both sides of the ships.
 - (2) In new oil tankers, pipelines for the discharge to the sea of effluent which may be permitted under Regulation 9 of this Annex shall be led to the open deck or to the ship's side above the waterline in the deepest ballast condition.
 - (3) In new oil tankers, control of the discharge overboard through the piping referred to in paragraphs (1) and (2) of this Regulation shall be provided at a position where the effluent may be visually observed. In lieu of this arrangement a positive communication system may be provided between the discharge controls and the position where the effluent may be visually observed.
- [(4) relative to existing ships, still under discussion]

Regulation 20

Reception Facilities

- (1) Except as required in Regulation 12 of this Annex, each Contracting Government undertakes to ensure the provision of facilities at oil loading terminals, repair ports, and in other ports in which ships have oily residues to discharge for the reception of such residues and oily mixtures as remain from oil tankers and other ships, without causing undue delay to ships, and according to the needs of the ships using them.

* It is understood that this term embraces shore and floating facilities, therefore wherever it appears in the present Convention it should read "reception facilities".

(2) The requirement to provide facilities in accordance with paragraph (1) of this Regulation shall apply to:

- (a) all ports and terminals which load crude oil into tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 hours or not more than 1200 nautical miles;
- (b) all ports and terminals which load persistent or non-persistent oil other than crude oil in bulk at an average quantity of more than 1000 metric tons per day;
- (c) all ship repair yards and tank cleaning facilities; and
- (d) all ports and terminals which handle ships provided with the holding tank(s) required by Regulation 17 of this Annex.
- (e) all ports in respect of oily bilge waters and other residues, which cannot be discharged in accordance with Regulation 9 of this Annex.
- (f) bulk loading ports irrespective of oil residues from combination carriers which cannot be discharged in accordance with Regulation 9 of this Annex.

(3) The capacity for the reception facilities shall be as follows:

- (a) Crude loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(1)(a) of this Annex from all tankers on voyages as defined in paragraph 2(a) of this Regulation.
- (b) Loading ports and terminals referred to in paragraph 2(b) of this Regulation shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9(1)(a) of this Annex from tankers which load oils referred to in paragraph 2(b) of this Regulation.
- (c) All ship repair yards and tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures as remain on board for disposal from ships prior to entering such yards or facilities.

- (d) All facilities provided in ports and terminals under paragraph 2(d) of this Regulation shall be sufficient to receive all residues retained according to Regulation 17 of this Annex from all ships that may reasonably be expected to call at such ports and terminals.
 - (e) All facilities provided in ports and terminals under this regulation shall be sufficient to receive oily bilge waters and and other residues which cannot be discharged in accordance with Regulation 9 of this Annex.
 - (f) the facilities provided in bulk loading ports shall take into account the special problems of combination carriers as appropriate.
- (4) The reception facilities prescribed in paragraphs (2) and (3) of this Regulation shall be made available no later than one year from the date of entry into force of this Convention or by 1 January 1977, whichever occurs later [earlier].
- (5) As regards paragraph (1) of this Regulation, 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.
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