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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 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 paragraphs (2) and (3) of this Regulation, provided that in the case of existing tankers the requirements for oil discharge monitoring and control systems and slop tank arrangements shall apply three years after the date of entry into force of the present Convention.*

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* Consequential amendments should be made to Regulation (9)(1)(a)(iii)(4) in MP/CONF/C.2/WP.30 to read as follows:

"(4) the tanker has in operation, except as provided for in sub-paragraph (3) of Regulation 15 of this Annex, an oil discharge monitoring and control system and a slop tank arrangement required by that Regulation."

(2) (a) 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, any cargo tank may be designated as a slop tank.

(b) In this system arrangements shall be provided to transfer the oily waste into a slop tank or combination of slop tanks in such a way that any subsequent effluent will be such as to comply with the provisions of Regulation 9 of this Annex.

(c) The arrangements of the slop tank or combination of slop tanks shall have a capacity necessary to retain the slops generated by the tank washings and dirty oil ballast residue but the total shall be not less than 3 per cent of the oil carrying capacity of the ship, except that, where segregated ballast is provided in accordance with Regulation 13 of this Annex, or where arrangements such as eductors involving the use of water additional to the washing water are not fitted the Administration may accept 2 per cent. New oil tankers over 70,000 tons deadweight shall be provided with at least two slop tanks.

(d) Slop tanks shall be so designed particularly in respect of the position of inlets, outlets, baffles or weirs where fitted, so as to avoid excessive turbulence and entrainment of oil or emulsion with the water.

(3) (a) The tanker shall be fitted with an oil content monitoring and control system approved by the Administration. A manually operated alternative method may be provided. In considering the design of the oil content meter to be incorporated into the system, the Administration shall have regard to the specification recommended by the Organization.* The monitor shall be fitted

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* Reference is made to Recommendations on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by Resolution A.233(VII).

with a recording device to provide a permanent record of the discharge in litres per mile and total quantity discharged on the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years. The monitor and control system shall come into operation when there is any discharge of effluent and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by the Regulation 9(1)(a) of this Annex. Any failure of this monitoring and control system shall stop the discharge and be noted in the oil record book. The defective unit shall be made operable before the vessel commences its next ballast voyage unless it is proceeding to a repair port. Existing ships shall comply with all of the provisions specified above except the stopping of the discharge may be performed manually.

(b) Efficient and effective oil/water interface detectors approved by the Administration shall be provided for a rapid and accurate determination of the oil/water interface in slop tanks and shall be available for use in other tanks where the separation of oil and water is effected and from which it is intended to discharge the water direct to the sea.

(c) Instructions as to the operation of the system shall be in accordance with an operational manual provided by the Administration. They shall cover manual as well as automatic operations and shall be intended to ensure that at no time shall oil be discharged except in compliance with the conditions specified in Regulation 9 of this Annex.*

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* Reference is made to "Clean Seas Guide for Oil Tankers", published by the International Chamber of Shipping.

(The above two footnotes are the texts for inclusion in the Convention)

[(4) In oil tankers of less than 150 tons gross tonnage, the control of discharge of oil under Regulation 9 of this Annex shall be effected by the retention of oil on board with subsequent discharge to shore of all contaminated washings, the total quantity of oil and water used for washing and returned to a storage tank shall be recorded in the Oil Record Book. This total quantity shall be discharged to the shore unless adequate arrangements are made to ensure that any settled water which is allowed to run to the sea is effectively monitored to ensure that the provisions of Regulation 9 of this Annex are complied with.]

Regulation 16

Oil Discharge Monitoring System and Oily Water Separating Equipment

(1) Any ship of 10,000 tons gross tonnage and above shall be fitted:

(a) with oil discharge monitoring system to comply with paragraph (4) of this Regulation; or

(b) with an oily water separating system complying with paragraph (5) of this Regulation and an effective filtering system, complying with paragraph (6) of this Regulation.

(2) Any ship of 400 tons gross tonnage and above shall be fitted with an oily water separating or filtering system complying with the provisions of paragraph (4) of this Regulation. Any such ship which has to carry large quantities of fuel oil shall comply with paragraph (1) of this Regulation or paragraph (1) of Regulation 14.

(3) The Administration shall ensure that ships of less than 400 tons gross tonnage are equipped with installations, as far as practicable, in order to retain on board or discharge oil or oily mixture and in accordance with the requirements of Regulation 9(1)(b) of this Annex.

(4) An oil discharge monitoring and control system shall be of a design approved by the Administration. In considering the design of the oil content meter to be incorporated into the system, the Administration shall have regard

to the specification recommended by the Organization.* The monitor shall be fitted with a recording device to provide a permanent record of the oil content in parts per million. This record shall be identifiable as to time and date and shall be kept for at least three years. The monitor and control system shall come into operation when there is any discharge of effluent and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by the Regulation 9(1)(b) of this Annex. Any failure of this monitoring and control system shall stop the discharge and be noted in the oil record book. The defective unit shall be made operable before the vessel commences its next voyage unless it is proceeding to a repair port. Existing ships shall comply with all of the provisions specified above except the stopping of the discharge may be performed manually.

(5) An oily water separating system shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the separator shall have an oil content of not more than 100 parts per million. In considering the design of such equipment the Administration shall have regard to the specification recommended by the Organization.*

(6) The oil filtering system referred to in paragraph (1)(b) of this Regulation shall be of a design approved by the Administration and shall be such that it will accept the discharge from the separating system and produce an effluent the oil content of which does not exceed 15 parts per million. It shall be provided with alarm arrangements to indicate when this level cannot be maintained.

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* Reference is made to the Recommendation on International Performance Specifications for Oily-water Separating Equipment and Oil Content Meters adopted by the Organization by Resolution A.233(VII).

(This footnote is the text for inclusion in the Convention)

(7) In the case of existing ships the requirements of paragraphs (1), (2) and (3) of this Regulation shall apply after three years from the date of entry into force of the present Convention.

Regulation 18

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

[The following text shall supersede that given in MP/CONF/C.2/WP.34]

(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 every oil tanker, 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, means of 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 unless a positive communication system is provided between the discharge controls and the position where the effluent may be visually observed.

(4) Discharge below the waterline of clean and segregated ballast water may be permitted only in ports.

Regulation 19

Standard Discharge Connection

To enable pipes of reception facilities to be connected with the ship's pip discharge line for residues from machinery bilges, both lines shall be fitted with a standard discharge connection in accordance with the following table:

Standard dimensions of flanges for discharge pipes

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts: quantity, diameter	6, each of 20 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 125 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oilproof material, shall be suitable for a service pressure of 6 kg/cm^2.	

CHAPTER III

REQUIREMENTS FOR MINIMIZING OIL POLLUTION FROM OIL TANKERS DUE TO SIDE AND BOTTOM DAMAGES

Regulation 22

Damage Assumptions

Regulation adopted without amendment, as given in MP/CONF/4.

Regulation 23

Hypothetical Outflow of Oil

Regulation adopted, as given in MP/CONF/4, with the following amendments.

In paragraph (1)(b) replace definition of b_i by:

"b_i = Width of wing tank in metres under consideration measured inboard from the ship's side at right angles to the centreline at the level of the summer load line."

In paragraph (2) delete footnote 46.

Regulation 24

Limitation of Size and Arrangement of Cargo Tanks

Regulation adopted, as given in MP/CONF/4 with the following amendments and outstanding items.

In paragraph (1)(a) and (1)(b)(i) delete the square brackets.

Replace paragraph (1)(b)(ii) by:

"(ii) the building contract is placed after 1 January 1974, or in cases where no building contract has previously been placed, the keel is laid or the tanker is at a similar stage of construction after 30 June 1974."

In paragraph (2) the Committee decided to come back to the question of whether or not to require for new ships for the hypothetical outflow $380\sqrt[3]{V}$, where V is the volume of the cargo tank spaces.

In paragraph (3) the Committee decided to come back to a proposal by the United Kingdom to add the following sentence to paragraph (3):

"However in segregated ballast tankers as defined in Regulation 13, the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding l_c in length, may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds t_c"

Add a new paragraph (5) as follows:

"(5) In order to satisfy the requirements of paragraphs 2, 3 and 4 of this Regulation and irrespective of the accepted type of cargo transfer system installed, valves or other closing devices shall be provided for separating the tanks from each other. These valves or devices shall be closed when the tanker is at sea."

Regulation 25

Subdivision and Stability

Regulation adopted, as given in MP/CONF/4 with the following amendments:

Delete footnotes 48, 49, 50 and 51.

Replace paragraph 2(a) by:

"(2)(a) the extent of side or bottom damage shall be as specified in Regulation 22 of this Annex, except that the longitudinal extent of bottom damage forward of 0.3L from the forward perpendicular shall be the same as for side damage, as specified in Regulation 22(a)(i). If any damage of lesser extent results in a more severe condition such damage shall be assumed."

In sub-paragraphs (2)(b) and (2)(c)(i) delete "Regulation 22(a)(i) of this Annex" and substitute by "sub-paragraph (a) of this paragraph".