



## 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

ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

CHAPTER I

GENERAL

Regulation 1

Definitions

For the purposes of this Annex:

- (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.
- (2) "Oily mixture" means a mixture with any oil content.
- (3) "Oil fuel" means any oil used as fuel in connexion with the propulsion and auxiliary machinery of the ship in which such oil is carried.

- (4) "Oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "chemical tanker" as defined in Annex II of the present Convention when it is carrying a cargo or part cargo of oil in bulk.
- (4A) "Combination carrier" means an oil tanker designed to carry either oil or alternatively solid cargoes in bulk.
- (5) "New ship" means a ship:
- (a) for which the building contract is placed on or after 1 January 1976 [after 31 December 1975]; or
  - (b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or after 1 July 1976 [after 30 June 1976]; or
  - (c) the delivery of which is on or after 1 January 1980 [after 31 December 1979]; or
  - (d) which has undergone a major conversion:
    - (i) for which the contract is placed on or after 1 January 1976 [after 31 December 1975]; or
    - (ii) in the absence of a contract, the construction work of which is begun on or after 1 July 1976 [after 30 June 1976]; or
    - (iii) which is completed on or after 1 January 1980 [after 31 December 1979].
- (6) "Existing ship" means a ship which is not a new ship.
- (7) "Major conversion" means a conversion of an existing ship:
- (a) which substantially increases the dimensions or capacities of the ship; or
  - (b) which changes the type of the ship; or
  - (c) the intent of which in the opinion of the Administration is substantially to prolong its life; or
  - (d) which otherwise so alters the ship that if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship.

- (8) To be deleted.
- (9) "Nearest land". The term "from the nearest land" means from the baseline from which the territorial sea of the territory in question is established [in accordance with the Geneva Convention on the Territorial Sea and the Contiguous Zone, 1958] except that, for the purposes of the present Convention "from the nearest land" off the north eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in
- latitude  $11^{\circ}$  South, longitude  $142^{\circ}08'$  East to a point in latitude  $10^{\circ}35'$  South, longitude  $141^{\circ}55'$  East -- thence to a point latitude  $10^{\circ}00'$  South, longitude  $142^{\circ}00'$  East, thence to a point latitude  $9^{\circ}10'$  South, longitude  $143^{\circ}52'$  East, thence to a point latitude  $9^{\circ}00'$  South, longitude  $144^{\circ}30'$  East, thence to a point latitude  $13^{\circ}00'$  South, longitude  $144^{\circ}00'$  East, thence to a point latitude  $15^{\circ}00'$  South, longitude  $146^{\circ}00'$  East, thence to a point latitude  $18^{\circ}00'$  South, longitude  $147^{\circ}00'$  East, thence to a point latitude  $21^{\circ}00'$  South, longitude  $153^{\circ}00'$  East, thence to a point on the coast of Australia in latitude  $24^{\circ}42'$  South, longitude  $153^{\circ}15'$  East.
- (10) "Special area" means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to its peculiar transportation traffic the adoption of special mandatory methods for the prevention of sea pollution by oil is required. Special areas shall include those listed in Regulation 12 of this Annex.
- (11) "Instantaneous rate of discharge of oil content" means the rate of discharge of oil in litres per hour at any instant divided by the speed of the ship in knots at the same instant.
- (12) "Tank" means an enclosed space formed by the permanent structure of a ship which is designed for the carriage of liquid in bulk.
- (13) "Wing tank" means any tank adjacent to the side shell plating.
- (14) "Centre tank" means any tank inboard of a longitudinal bulkhead.
- (15) "Slop tank" means a tank specifically designated for the collection of tank drainings, tank washings, sludge and other oily mixtures.

- (16) "Clean ballast" means the ballast in a tank which since oil was last carried therein, has been so cleaned that effluent therefrom, if it were discharged from a stationary ship into clean calm water on a clear day would produce no visible traces of oil on the surface of the water or on adjoining shore lines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shore lines. If the tank from which ballast is discharged is fitted with an oil content monitoring arrangement approved by the Administration, evidence based on such an arrangement to the effect that the oil content of the effluent did not exceed 15 parts per million shall be determinative that the ballast was clean, notwithstanding the presence of visible traces.
- (17) "Segregated ballast" means the ballast water which is introduced into a tank permanently allocated to the carriage of ballast or to the carriage of ballast or cargoes other than oil or noxious substances as variously defined in the Annexes of the present Convention and which is completely separated from the cargo oil and oil fuel system.
- (18) "Length" (L) means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the fore side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline. The length (L) shall be measured in metres.
- (19) "Forward and after perpendiculars" shall be taken at the forward and after ends of the length (L). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.
- (20) "Midships" is at the middle of the length (L).
- (21) "Breadth" (B) means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (B) shall be measured in metres.
- (22) "Deadweight" (DW) means the difference between the displacement of a ship at load waterline corresponding to the assigned summer freeboard and the lightweight of the ship in metric tons.

- (23) "Lightweight" means the displacement of a ship in metric tons without cargo, oil fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, stores and passengers and their effects.
- (24) "Permeability" of a space means the ratio of the volume within that space which can be occupied by water to the total volume of that space.
- (25) "Volumes" and "areas" shall be calculated in all cases to moulded lines.

Regulation 2

Application

- (1) Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.
- (2) In ships other than oil tankers fitted with cargo spaces which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or above, the requirements of Regulations 9, 12, 14, 15, 18, 21 and 24(4) of this Annex for oil tankers shall also apply to the construction and operation of those spaces.
- (3) Where a cargo of noxious substances other than oil which are subject to the provisions of Annex II of the present Convention is carried in a cargo space of an oil tanker, the appropriate requirements of Annex II of the present Convention shall apply.
- (4) (a) Any hydrofoil, air-cushion vehicle and other new type of vessel (near surface craft, submarine craft, etc.) whose constructional features are such as to render the application of any of the provisions of Chapters II and III of this Annex relating to the construction and equipment unreasonable or impracticable may be exempted by the Administration from such provisions, provided that the construction and equipment of that ship provides equivalent protection for the prevention of pollution by oil, having regard to the service for which it is intended.
  - (b) Particulars of any such exemption granted by the Administration shall be indicated in the Certificate referred to in Regulation 5 of this Annex.
  - (c) The Administration which allows any such exemption shall communicate to the Organization [as soon as possible, but not later than ninety days] particulars of same and the reasons therefor, which the Organization shall circulate to the Contracting Governments for their information and appropriate action, if any.

Regulation 3Equivalents

- (1) The Administration may allow any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by this Annex if such fitting, material, appliance or apparatus is at least as effective as that required by this Annex. This authority of the Administration does not extend to substitution of operational methods to effect the control of discharge of oil as equivalent to those design and construction features which are prescribed by Regulations in this Annex.
- (2) The Administration which allows a fitting, material, appliance or apparatus, as an alternative to that required by this Annex shall communicate to the Organization for circulation to the Contracting Governments particulars thereof, for their information and appropriate action, if any.

Regulation 4Inspection and Survey

- (1) Every oil tanker of 150 tons gross tonnage and above, and every other ship of 400 tons gross tonnage and above shall be subject to the surveys and inspections specified below:
- (a) A survey before the ship is put in service or before the certificate required under Regulation 5 of this Annex is issued for the first time, which shall include a complete inspection of its structure and equipment insofar as the ship is covered by this Annex. This survey shall be such as to ensure that the arrangements and material fully comply with the applicable requirements of this Annex.
- (b) A periodical survey at intervals specified by the Administration but not exceeding five years which shall be such as to ensure that the structure, equipment, arrangements and material fully comply with the applicable requirements of this Annex.

- (c) A periodical inspection at intervals specified by the Administration but not exceeding thirty months which shall be such as to ensure that the equipment and associated pumps and pipings, including oil discharge monitoring and control systems, fully comply with the applicable requirements of this Annex and are in good working order. Such periodical inspection shall be endorsed on the International Oil Pollution Prevention Certificate (1973) issued under Regulation 5 of this Annex.
- (2) The Administration shall establish appropriate measures for ships which are not subjected to the provisions of paragraph (1) of this Regulation in order to ensure that the provisions of this Annex are complied with.
- (3) The survey and inspection of the ship as regards enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the survey and inspection either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned fully guarantees the completeness and efficiency of the survey and inspection.
- (4) After any survey of the ship under this Regulation has been completed, no significant change shall be made in the structure, equipment, arrangements or material covered by the survey without the sanction of the Administration, except the direct replacement of such equipment.

#### Regulation 5

##### Issue of Certificate

- (1) An International Oil Pollution Prevention Certificate (1973) shall be issued, after survey in accordance with the provisions of Regulation 4 of this Annex, to any oil tanker of 150 tons gross tonnage and above and any other ships of 400 tons gross tonnage and above on voyages to ports or offshore terminals under the jurisdiction of other Contracting States. In the case of existing ships this requirement shall apply twelve months after the date of entry into force of the present Convention.
- (2) Such Certificate shall be issued either by the Administration or by any persons or organization duly authorized by it. In every case the Administration assumes full responsibility for the certificate.

### Regulation 6

#### Issue of a Certificate by Another Government

- (1) A Contracting Government may, at the request of an Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Oil Pollution Prevention Certificate (1973) to the ship in accordance with this Annex.
- (2) A copy of the certificate and a copy of the survey report shall be transmitted as early as possible to the requesting Administration.
- (3) A certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the certificate issued under Regulation 5 of this Annex.
- (4) No International Oil Pollution Prevention Certificate (1973) shall be issued to a ship which is entitled to fly the flag of a State the Government of which is not a Contracting Government.

### Regulation 7

#### Form of Certificate

The Certificate shall be drawn up in the official language or languages of the issuing country, the form of the Certificate corresponding to the model given in Appendix II to this Annex. If the language used is neither English nor French, the text shall include a translation into one of these languages.

### Regulation 8

#### Duration and Cancellation of Certificate

- (1) An International Oil Pollution Prevention Certificate (1973) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue, except as provided in paragraphs (2), (3) and (4) of this Regulation.



(2) If a ship at the time when the certificate expires is not in a port of the country in which it is registered,\* the certificate may be extended by the Administration, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the country in which it is registered or is to be surveyed and then only in cases where it appears proper and reasonable to do so.

(3) No certificate shall be thus extended for a longer period than five months and a ship to which such extension is granted shall not on its arrival in the country in which it is registered or the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port or country without having obtained a new certificate.

(4) A certificate which has not been extended under the foregoing provisions of this regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.

(5) A Certificate shall cease to be valid if significant alterations have taken place in the arrangement, construction, equipment and material required without the sanction of the Administration, except the direct replacement of such equipment.

(6) A Certificate issued to a ship by the Administration shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (7) of this Regulation.

(7) Upon transfer of a ship to the flag of another State, the Government of which is a Contracting Government, the International Oil Pollution Prevention Certificate (1973) shall remain in force for a period not exceeding five months, provided that it is still valid at the end of that period or until the Administration issues another International Oil Pollution Prevention Certificate (1973) to replace the former, whichever is earlier. The Contracting Government of the State whose flag the ship was entitled to fly hitherto shall transmit to the Administration as soon as possible after the transfer takes place a copy of the Certificate carried by the ship at the time of transfer, together with a copy of the relevant survey report, if available.

---

\* The Drafting Committee is invited to review the wording in order to provide appropriate text consistent with that used in the Articles.

(The above footnote is for inclusion in the Convention).

CHAPTER II  
REQUIREMENTS FOR CONTROL OF  
OPERATIONAL POLLUTION

Regulation 9

Control of Discharge of Oil

- (1) Subject to the provisions of Regulations 10 and 12 of this Annex and paragraph (2) of this Regulation, any discharge into the sea of oil or oily mixtures from ships to which this Annex applies shall be **prohibited** except when all the following conditions are satisfied:
- (a) for an oil tanker, except as provided for in sub-paragraph (b) of this paragraph:
    - (i) the tanker is not within a special area;
    - (ii) the tanker is more than 50 nautical miles from the nearest land;
    - (iii) the tanker is proceeding en route;
    - (iv) the instantaneous rate of discharge of oil content does not exceed 60 litres per nautical mile;
    - (v) 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
    - (vi) the tanker has in operation, except as provided for in Regulation 15(3) of this Annex, an oil monitoring and control system and a slop tank arrangement as required by Regulation 15 of this Annex;
  - (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 oil cargo residue in which case the provisions of sub-paragraph (a) of this paragraph apply;

- (i) the ship is not within a special area;
- (ii) the ship is more than 12 nautical miles from the nearest land;
- (iii) the ship is proceeding en route;
- (iv) the oil content of the discharge is less than 100 parts of oil per 1,000,000 parts of effluent;
- (v) the ship has in operation an oil discharge monitoring and control system, oily water separating equipment, oil filtering system or other installation as required by Regulation 16 of this Annex.

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

[(3) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Contracting States should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this Regulation or Regulation 12 of this Annex. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.]

(4) The provisions of paragraph (1) of this Regulation shall not apply to the discharge of clean or segregated ballast, and those of sub-paragraph (1)(b) of this Regulation shall not apply to the discharge of oily mixture which without dilution has an oil content not exceeding 15 parts per million.

(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.

(6) The oil residues which cannot be discharged into the sea as permitted by paragraphs (1), (2), (3) and (4) of this Regulation shall be stored on board and discharged to reception facilities.

#### Regulation 10

##### Exception

Regulations 9 and 12 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 for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur.

Delete Regulation 11

#### 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 at the meridian of 5° 36' W;
- (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 Skaggeiak;
- (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 Ras Al Hadd and Ras Fasta.

(2) Each Contracting Government of a State, the coastline of which borders on any special area, 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 of 400 tons gross tonnage other than an oil tanker, 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 and 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 of less than 400 tons gross tonnage, other than an oil tanker, shall be prohibited except when the oil content of the discharge without dilution 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 million; 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.
- (c) The oil residues which cannot be discharged into the sea as permitted by sub-paragraph (a) of this paragraph shall be stored on board and discharged to reception facilities.
- (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.
- [(7) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Contracting States should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this Regulation or Regulation 12 of this Annex. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.]
- (8) Shore facilities within special areas
- (a) Mediterranean Sea, Black Sea and Baltic Sea
- (i) Each Contracting Government undertakes to ensure that not later than 1 January 1977 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 undue 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 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, ships while navigating in the special area shall comply with the requirements of Regulation 9 of this Annex.
  - (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 undertakes to ensure that as soon as possible 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 undue 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 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) During the period between the entry into force of the present Convention and the date so established, ships while navigating in the special area shall comply with the requirements of Regulation 9 of this Annex.
- (v) After such date oil tankers loading in ports in these special areas where such facilities are not yet available shall also fully comply with the requirements of this Regulation. However, tankers entering these special areas for the purpose of loading shall make every effort to enter the area with only clean ballast on board.
- (vi) 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.
- (vii) The reception facilities as prescribed in sub-paragraph (i) of this sub-paragraph shall at least be provided by 1 January 1977 or one year after the date of entry into force of the present Convention, whichever occurs later.

### Regulation 13

#### Segregated Ballast Oil Tankers

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



(2) The capacity of the segregated ballast tanks shall be so determined that the ship may operate safely on ballast voyages without recourse to the use of oil tanks for water ballast except as provided for in paragraph (3) of this Regulation. In all cases, however, the capacity of segregated ballast tanks shall be at least such that in any ballast condition at any part of the voyage, including the conditions consisting of lightweight plus segregated ballast only, the ship's draughts and trim can meet each of the following requirements:

- (a) the moulded draught amidships ( $d_m$ ) in metres (without taking into account any ship's deformation) shall not be less than:

$$d_m = 2.0 + 0.02 L,$$

- (b) the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships ( $d_m$ ), as specified in sub-paragraph (a) of this paragraph, in association with the trim by the stern of not greater than 0.015 L, and

- (c) in any case the draught at the after perpendicular shall not be less than that which is necessary to obtain full immersion of the propeller(s).

(3) In no case shall water ballast be carried in oil tanks except in weather conditions so severe that, in the opinion of the Master, it is necessary to carry additional water ballast in oil tanks for the safety of the ship. Such additional ballast water shall be processed and disposed of in accordance with the requirements of Regulation 15 of this Annex, and entry shall be made in the Oil Record Book referred to in Regulation 21 of this Annex.

(4) Any oil tanker which is not required to comply with paragraph (1) of this Regulation may however be qualified as a segregated ballast tanker provided that it complies fully with the requirements of paragraphs (2) and (3) of this Regulation.

Regulation 14Segregation 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 other than oil tankers, 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 oil tank shall be clean ballast.
- (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 oil tank, such ballast water shall be discharged to reception facilities, and an entry shall be made in the Oil Record Book to this effect.
- (3) All other ships shall comply with the requirements of paragraph (1) of this Regulation as far as reasonable and practicable.

Regulation 15Retention of Oil on Board

- (1) Subject to the provisions of paragraph (5) of this Regulation, 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.

- (2) (a) The oil tanker 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 oil tankers, 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 effluent discharged into the sea 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 involving the use of water additional to the washing such as eductors 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 oil 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

---

\* 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).

(The above footnote is for inclusion in the Convention)

with a recording device to provide a permanent record of the discharge in litres per mile and total quantity discharged, 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. A manually operated alternative method shall be provided and may be used, but the defective unit shall be made operable before the oil tanker commences its next ballast voyage unless it is proceeding to a repair port. Existing oil tankers shall comply with all of the provisions specified above except that the stopping of the discharge may be performed manually and the rate of discharge may be estimated from the pump characteristic.

- (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.\*

---

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

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

[(4) The requirements of paragraph (1), (2) and (3) of this Regulation shall not apply to oil tankers of less than 150 tons gross tonnage, for which instead 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.]

(5) The requirements of paragraphs (1), (2) and (3) of this Regulation shall not apply to oil tankers carrying asphalt for which instead the control of asphalt under Regulation 9 of this Annex shall be effected by the retention of asphalt on board with subsequent discharge to shore of all contaminated washings.

#### Regulation 16

##### Oil Discharge Monitoring System and Oily Water Separating Equipment

(1) 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 (5) of this Regulation. Any such ship which has to carry large quantities of fuel oil shall comply with paragraph (2) of this Regulation or paragraph (1) of Regulation 14.

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

(a) in addition to the requirements of paragraph (1) of this Regulation, with oil discharge monitoring system to comply with paragraph (4) of this Regulation; or

(b) as an alternative to the requirements of paragraph (1) and sub-paragraph (2)(a) of this Regulation, 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.

- (3) The Administration shall ensure that ships of less than 400 tons gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of Regulation 9(1)(b) of this Annex.
- (4) An oily 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 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 or an oil filtering 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 (2)(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

---

\* 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)

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.

(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.

---