



IMCO

INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
Committee III

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

Text of Draft Resolutions 3, 4, 5, 6, 6A, 6B and 7

as agreed by the Committee

DRAFT RESOLUTION 3

RECOMMENDATION CONCERNING THE CONVENTION PROVISIONS
RELATING TO THE CARRIAGE IN BULK OF NOXIOUS
LIQUID SUBSTANCES OTHER THAN OIL

THE CONFERENCE,

HAVING NOTED the Regulations relating to the design, construction, equipment and procedures for ships carrying noxious liquid substances in bulk contained in Annex II of the International Convention for the Prevention of Pollution of the Sea from Ships, 1973, in particular Regulation 13(2) of that Annex by which Contracting Governments are obliged to issue, or to cause to be issued, detailed instructions on the design, construction, equipment and procedures for such ships in order to ensure compliance with Regulation 2(1) of that Annex,

NOTING FURTHER Regulation 13(3) of that Annex which requires that for chemical tankers the detailed instructions shall contain at least all the provisions given in the Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk ("the Bulk Chemical Code") adopted by the Assembly of the Organization on 12 October 1971 in Resolution A.212(VII),

NOTING ALSO that the Organization has prepared an approach to modification of the Bulk Chemical Code to include marine pollution prevention measures;

DESIRING the formulation of appropriate provisions for the carriage of noxious liquid substances in bulk in ships that are not self-propelled and in ships other than chemical tankers,

RECOMMENDS that the Organization:

- (a) amends the Bulk Chemical Code as early as possible in order to include requirements necessary from the marine pollution prevention point of view and also to ensure the consistency with the provisions of the Convention, in particular the definition of a new and existing ship in paragraph 1.7.2 of the Code;
- (b) keeps the Code under constant review with regard to prevention of marine pollution, taking into account both experience and future development of technology; and
- (c) develops with priority Codes for the carriage of noxious liquid substances in bulk in ships that are not self-propelled and in ships other than chemical tankers.

DRAFT RESOLUTION 4

PROCEDURES AND ARRANGEMENTS FOR THE DISCHARGE OF
NOXIOUS LIQUID SUBSTANCES INTO THE SEA

THE CONFERENCE,

HAVING ADOPTED, in pursuance of its main objectives, the International Convention for the Prevention of Pollution from Ships, 1973, which, inter alia, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk,

NOTING in particular, Regulation 5 of Annex II by which the discharge of noxious liquid substances of Categories A, B, C and D or of ballast water, tank washings or other residues or mixtures containing such substances is prohibited except in compliance with specified conditions including procedures and arrangements which shall be such as to assure the Administration that the criteria specified for each Category will be met,

DESIRING to facilitate international trade by ensuring, as far as possible, the uniform implementation of Annex II,

RECOMMENDS that the Organization should ensure, with a view to providing a uniform basis for the guidance of the Contracting Governments in approving such procedures and arrangements, that the necessary studies are undertaken with highest priority, in order to develop the standards referred to in Regulations 5 and 8 of Annex II,

RECOMMENDS FURTHER that the Organization should subsequently review the form of the Cargo Record Book contained in Appendix IV of Annex II of the Convention taking into account the standards for procedures and arrangements previously developed.

DRAFT RESOLUTION 5

RECOMMENDATION CONCERNING THE PREVENTION OF POLLUTION
BY NOXIOUS SOLID SUBSTANCES CARRIED IN BULK

THE CONFERENCE,

NOTING that the International Convention for the Prevention of Pollution from Ships, 1973, contains in Annex II, Regulations for the control of pollution by noxious liquid substances in bulk which are framed to eliminate or minimize the intentional or accidental pollution by such substances,

RECOGNIZING a potential hazard to the marine environment which is also involved in the carriage of noxious solid substances in bulk by ships,

RECOGNIZING ALSO a possible need to formulate appropriate provisions for inclusion in the International Convention for the Prevention of Pollution from Ships, 1973,

NOTING however that the present state of knowledge in this field has not advanced sufficiently to enable the Conference to formulate such provisions,

RECOMMENDS that:

- (a) the Organization pursue and encourage studies of the impact that the carriage of noxious solid substances in bulk by ships may have upon the marine environment and on the measures for minimizing the threat to the marine environment which arises from the carriage of such substances;
- (b) the results of such studies be directed towards the development of the appropriate provisions relating to the control of pollution by noxious solid substances carried in bulk for inclusion in the International Convention for the Prevention of Pollution from Ships, 1973,

INVITES Governments:

- (a) to forward reports of incidents involving noxious solid substances carried in bulk by ships to the Organization pending development of the regulations of the 1973 Convention;
- (b) to issue, or cause to be issued, such national requirement as may be necessary to minimize any harmful effect of transporting noxious solid substances in bulk on the environment.

DRAFT RESOLUTION 6

RECOMMENDATION CONCERNING THE PREVENTION OF
POLLUTION BY LIQUEFIED OR COMPRESSED
GASES CARRIED IN BULK

THE CONFERENCE,

NOTING that the International Convention for the Prevention of Pollution from Ships, 1973, contains in Annex II regulations for the control of pollution by noxious liquid substances in bulk which are framed to eliminate or minimize the intentional or accidental pollution by such substances,

RECOGNIZING a potential hazard to the environment in general which is also involved in the carriage of some liquefied or compressed gases in bulk by ships,

NOTING also that the Organization has under preparation a Code for the Construction and Equipment of Ships Carrying Dangerous Liquefied or Compressed Gases in Bulk ("the Gas Carrier Code"),

RECOMMENDS THAT:

- (a) The Organization should use all its endeavours to bring the Gas Carrier Code to the earliest possible completion; and
- (b) Contracting Governments, following the finalization of the Gas Carrier Code, should issue or cause to be issued such national requirements as may be necessary to minimize any harmful effect of transporting liquefied or compressed gases in bulk on the environment.

DRAFT RESOLUTION 6A

RECOMMENDATION ON HAZARD EVALUATION OF
NOXIOUS SUBSTANCES OTHER THAN OIL

THE CONFERENCE,

HAVING ADOPTED, in pursuance of its main objectives, the International Convention for the Prevention of Pollution from Ships, 1973, which, inter alia, contains in Annex II Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk, and

RECALLING Resolution 5 by which the Conference recommended the Development of appropriate provisions relating to the control of pollution by noxious solid substances carried in bulk;

HAVING NOTED, in particular, Regulations 3 and 4 of Annex II and its Appendices II and III by which liquid substances are categorized in accordance with their environmental hazards when released into the sea through the normal operation of ships,

NOTING with appreciation that the Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) had developed a rationale and made hazard evaluations of some 400 substances which provided a sound scientific basis for their categorization,

DESIRING to facilitate international trade by avoiding, as far as possible, the necessity for Contracting Governments to enter into consultation on substances, not listed in Appendices II and III of Annex II;

NOTING FURTHER, however, that there are substances which require further data in order to complete the evaluation of their environmental hazards, particularly in relation to living resources;

BEING AWARE of the need to keep these lists up to date,

RECOMMENDS that the Organization should as a matter of urgency take appropriate steps:

- (a) to review the criteria used to define a category D substance;
- (b) to evaluate the hazard of those substances for which further data were found necessary as well as new substances proposed to be carried in accordance with the rationale developed by GESAMP; and
- (c) to increase all the lists to cover all the substances known to be carried,

INVITES Governments to pursue and encourage studies on environmental hazards of such substances and provide the Organization with as much information as is available as specified in the Appendix to this Resolution.

APPENDIX TO RESOLUTION 6A

INFORMATION ON A NEW SUBSTANCE TO BE TRANSPORTED BY SHIPS
FOR THE EVALUATION OF ITS ENVIRONMENTAL HAZARDS

1. Correct technical name:
- (Secondary or alternative name(s)).....

Note: The information listed below would enable a complete assessment to be made but a provisional assessment may be based on as much relevant information as is currently available to the Contracting Governments involved.

2. Chemical formula:

3. Physical properties:

- (a) Boiling point:°C
- (b) Melting point:°C
- (c) Specific gravity:
- (d) Vapour pressure:Kg/cm² at 37.8°C
- (e) Solubility in water:mg/l at 20°C
- (f) Viscosity
- (g) Odour (qualitative description)
- (h) Colour:

4. Chemical and biochemical properties:

- (a) Chemical stability (oxidation, reduction, UV light)
- (b) Reactivity with sea water:
-
- (c) Biodegradability:
- (d) Chemical oxygen demand (COD), 5-day Bio-chemical oxygen demand (BOD)₅mg/l(20°C)
- (e) Biotransformation (where known)
- (f) Polymerizability under exposure to the atmosphere and sunlight:
- (g) Lipid solubility:

5. Bioaccumulation by marine organisms (cf. GESAMP IV/19/Suppl.1, paras 23-26):

- (a) Rate and level of uptake and retention of substances:
-
- (b) Tainting effect:
- (c) Colour and other appearances changes:

6. Other damage to marine living resources (cf. GESAMP IV/19/Supp.1, paras. 27-30) Toxicity (TLm₉₆):ppm.
.....
7. Hazard to human health (cf. GESAMP IV/19/Supp.1, paras. 31-34, 37)
 - (a) By oral intake: mg/kg (LD₅₀)
 - (b) By skin contact and inhalation:
.....
8. Effect on amenities (cf. GESAMP IV/19/Supp.1, paras. 38-42):
.....
9. Additional remarks (briefly describe test conditions for items 5, 6 and 7 above).

Note: Approved standard method should be used where possible.

DRAFT RESOLUTION 6B

RESEARCH OF THE EFFECT OF DISCHARGE OF
BALLAST WATER CONTAINING BACTERIA OF
EPIDEMIC DISEASES

THE CONFERENCE,

NOTING that taking ballast-water in waters which may contain bacteria of epidemic diseases may when discharged into the sea in other areas cause a danger of spreading out of the epidemic disease in other countries,

REQUESTS the World Health Organization, in collaboration with IMCO, to initiate studies of that problem on the basis of any evidence and of proposals which any Contracting Government may submit.

DRAFT RESOLUTION 7

RECOMMENDATION CONCERNING THE PREVENTION OF POLLUTION BY HARMFUL
SUBSTANCES CARRIED BY SEA IN PACKAGED FORMS OR IN FREIGHT
CONTAINERS, PORTABLE TANKS OR ROAD AND RAIL TANK WAGONS

THE CONFERENCE,

NOTING the Regulations set forth in Annex III of the International Convention for the Prevention of Pollution from Ships, 1973, relating to the carriage of harmful substances by sea in packaged form, or in freight containers, portable tanks, or road and rail tank wagons, in particular Regulation 1(3) of that Annex by which Contracting States are obliged to issue, or to cause to be issued, detailed instructions on packaging, marking and labelling, documentation, stowage, quantity limitations, exceptions and notification for preventing or minimizing pollution of the marine environment,

HAVING NOTED the Regulations relating to the safe carriage of dangerous goods by sea as set out in Chapter VII of the International Convention for the Safety of Life at Sea, 1960, in particular Regulation 1(d) of that Chapter by which Contracting Governments are obliged to issue, or cause to be issued, detailed instructions for the safe packing and stowage of specific dangerous goods or categories of dangerous goods which shall include any precautions necessary in relation to other cargo,

NOTING FURTHER the International Maritime Dangerous Goods Code which was prepared in implementation of Recommendation 56 of the International Conference on Safety of Life at Sea, 1960, and has been recommended by the Organization as a uniform basis upon which Governments should formulate the national regulations envisaged in Chapter VII of the 1960 Safety Convention,

RECOGNIZING that provisions concerning substances discovered to be harmful to the marine environment must be specified and be complementary to those which have been adopted for the carriage of dangerous goods by sea,

RECOMMENDS that:

- (a) the Organization pursue and encourage studies of the impact that the carriage of harmful substances by sea may have upon the marine environment;

- (b) the results of such studies be directed towards the revision of the scope of the International Maritime Dangerous Goods Code,
 - (i) that takes into account substances that are harmful to the marine environment but which are not classed as dangerous goods;
 - (ii) the minimization of the threat to the marine environment that arises from the carriage by sea of the substances that will be enumerated in such codes; and
 - (iii) safety in maritime transport;
 - (c) in such revision particular account be taken of:
 - (i) packaging,
 - (ii) marking and labelling,
 - (iii) documentation,
 - (iv) stowage,
 - (v) quantity limitations,
 - (vi) exceptions, and
 - (vii) notification
 - (d) Contracting States consider adoption of the format of the International Maritime Dangerous Goods Code for the systematic development of regulations and standards for the carriage of harmful substances that represent a threat to the marine environment so as to ensure compatibility between safety requirements and provisions relating to pollution abatement; and
 - (e) such particulars as referred to above in this paragraph form the basis for the further development of the provisions of the Regulations contained in Annex III of the 1973 Convention;
 - (f) Contracting States or groups of Contracting States make arrangements to cater for the possible need to recover or otherwise deal with harmful substances which are lost or may be lost into the sea from ships.
-