

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



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INTERNATIONAL CONFERENCE ON
MARINE POLLUTION, 1973
COMMITTEE II

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

Draft Resolutions as agreed by the Committee

Draft Resolution on Limitation of Size and Arrangement of
Cargo Tanks on Board Oil Tankers

THE CONFERENCE,

NOTING WITH SATISFACTION that most tankers ordered since 1 January 1972 comply with the provisions regarding the limitation of the size and the arrangement of cargo tanks laid down in the 1971 Amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, contained in Resolution 246(VII) adopted by the Organization, although those amendments have not yet come into force,

NOTING FURTHER that Resolution A.247(VII) of the Organization invites Governments to put into effect these requirements as soon as possible,

EMPHASIZING the desirability of the entry into force of the 1971 Amendments at the earliest possible date and in any case not later than the date of entry into force of the present Convention,

BEING AWARE ALSO that some lapse of time will inevitably occur before the International Convention for the Prevention of Pollution from Ships, 1973 can enter into force,

URGES all Governments to accept the Amendments contained in Resolution 246(VII) of the Organization to the 1954 Convention as soon as possible.

Draft Resolution Concerning the Development of
Efficient Oil Content Monitoring Arrangements

THE CONFERENCE,

HAVING NOTED the Regulations contained in Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 rely for their control and enforcement in a number of instances on an oil discharge monitoring system and in particular that Regulation 15 of that Annex requires that a tanker designed for retention of oil on board shall be fitted with such a system to control the quality of any effluent discharged to the sea,

NOTING FURTHER that Regulation 1(16) of that Annex permits ballast to be considered as clean ballast if oil content monitoring arrangements establish that the oil content of the effluent from such a tank does not exceed 15 parts per million,

NOTING ALSO the Recommendation on International Performance Specifications for Oily Water Separating Equipment and Oil Content Meters adopted by the Inter-Governmental Maritime Consultative Organization by Resolution A.233(VII),

RECOGNIZING that further progress in the development of such monitors is an urgent requirement,

RECOMMENDS that the Organization should promote studies with a view to developing more sensitive, accurate and reliable oil content measuring instruments to cope with the full range of the oils covered by that Annex.

Draft Resolution on the Provision of Standards and
Test Methods Concerning Discharge of Sewage

THE CONFERENCE,

NOTING that Annex IV of the International Convention for the Prevention of Pollution from Ships, 1973 contains certain requirements concerning the discharge of sewage into the sea from ships which should be based on standards and test methods to be developed by the Organization,

URGES the Organization to take action to develop such standards and test methods as soon as possible.

Draft Resolution on Tonnage Measurement of
Segregated Ballast Tankers

THE CONFERENCE,

NOTING that Regulation 13 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973 requires segregated ballast for new oil tankers of 70,000 tons deadweight and above,

NOTING FURTHER that this requirement may cause new segregated ballast oil tankers to have substantial increases in freeboard and certain principal dimensions, in comparison with existing oil tankers, for equivalent productive cargo deadweights,

NOTING ALSO that substantially increased principal dimensions without increased deadweight may in some cases increase either gross or net registered tonnage or both, for segregated ballast oil tankers,

RECOMMENDS that the Organization study the matter of equitable determination of gross and net registered tonnage for segregated ballast oil tankers in comparison with existing oil tankers of equivalent productive cargo deadweight.

Draft Resolution on Method to Identify
the Source of Discharged Oil

THE CONFERENCE,

HAVING IN MIND Regulation 9 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, whereby the discharge of oil or oily mixtures from ships shall be prohibited except when such discharge satisfies specified conditions,

RECOGNIZING the need to ensure that any ship which has discharged oil or oily mixtures in contravention of the said Regulation shall be identified promptly and punished,

RECOGNIZING that some Governments have promoted work to develop a practical method whereby the discharged oil can be promptly identified as the oil loaded on board a certain ship,

URGES those Governments to continue their efforts and all other Governments to initiate research into this problem, with a view to arriving at an early solution.

Draft Resolution on Intentional Pollution
of the Sea and Accidental Spillages

THE CONFERENCE,

NOTING that it was assigned the two following objectives by Resolution A.237(VII), adopted by the Assembly of the Inter-Governmental Maritime Consultative Organization on 12 October 1971,

- (1) the complete elimination of wilful and intentional pollution of the sea by oil and noxious substances other than oil, and
- (2) the minimization of accidental spills;

these objectives to be achieved by 1975, if possible, but certainly by the end of the decade,

RECOGNIZING that primarily, it has been as a result of extensive preparatory work within the Organization that the Conference has been able to prepare and open for signature the International Convention for the Prevention of Pollution from Ships, 1973;

BEING AWARE that the said Convention adequately covers the problem of intentional pollution by oil, noxious liquid substances in bulk, harmful substances in packaged form or in cargo containers or portable tanks, sewage and garbage, whereas it deals with the problem of accidental pollution only to a limited extent, bearing in mind that many aspects of this problem are and will continue to be dealt with within the framework of other technical Conventions relating to maritime safety;

BEING AWARE ALSO of the close relationship between ship safety and the prevention of pollution from ships;

RECOGNIZING ALSO that considerable progress has been made by the Organization in furtherance of the second objective, by developing proposed international rules and standards directed towards, or contributing to, the prevention, mitigation and minimization of accidental pollution, including the prevention of accidents to ships, minimization of spillages after accident and mitigation of damages after spillages;

RECOGNIZING FURTHER that a considerable amount of work in this field leading to the formulation of, and amendments to, conventions for which the Organization is depositary, and other instruments relating to ship safety and prevention of pollution, has yet to be accomplished;

RECOMMENDS that the Organization pursue and encourage studies relating to pollution abatement in the marine environment such as:

- (a) collection of scientific data on the identification of harmful substances transported by ships and their effect on the marine environment;
- (b) collection of ship casualty statistics, particularly including casualties resulting in the pollution of the marine environment;
- (c) analysis of such casualty data including the interrelationship of average tanker size and age with incidents and magnitude of pollution casualties;

RECOMMENDS FURTHER that the Organization continue its work with a high priority on the development of measures for the minimization of accidental spillages, particularly those relating to:

- (a) Prevention of accidents to ships including:
 - (i) safe navigational procedures and traffic separation schemes for the prevention of collisions, strandings and groundings, this to include the ultimate development of international standards for navigational aids;

- (ii) watchkeeping practices in port and at sea and the training and certification of seamen;
 - (iii) provision of modern navigational and communications equipment;
 - (iv) the operational procedures during the transfer, loading and unloading of oil and other noxious substances;
 - (v) manoeuvrability and controllability of large ships;
 - (vi) construction and equipment of ships carrying oil or other noxious substances; and
 - (vii) safe carriage of dangerous goods in packages and containers;
- (b) Minimization of the risk of escape of oil and other noxious substances in the event of maritime accidents including facilitation of transfer of cargo in the event of accidents;
- (c) Minimization of pollution damage to the marine environment including:
- (i) study and development of new techniques and methods for cleaning, recycling and disposing of hazardous substances carried by ships;
 - (ii) technical study and development of devices and chemicals used in removing oil and other harmful substances discharged into the sea,

with a view to having appropriate action taken by way of the adoption and implementation at an early date of amendments to existing conventions relating to safety at sea and prevention of pollution or of new conventions as appropriate.

Draft Resolution on Draught Requirements for Segregated Ballast Tankers

THE CONFERENCE,

NOTING that Regulation 13 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, in determining the amount of required segregated ballast capacity, specifies a segregated ballast draught as a function of ship length, and that this will be applied to tankers of 150 metres in length and above,

NOTING FURTHER that this requirement is largely based on experience which pertains in general to large tankers where the amount of ballast taken aboard has been left to the discretion of the Master,

RECOMMENDS that the Organization take appropriate action to consider these ballast draught requirements, taking full account of further experience with ships of various sizes which have operated safely in their ballast conditions and to examine them with a view to determining whether any improvement is required, with special regard to the need of a more specific requirement for tankers of less than 150 metres in length.

Draft Resolution on the Provision of Reception
Facilities for the Discharge of Sewage
and Disposal of Garbage

THE CONFERENCE,

NOTING that Annexes IV and V of the International Convention for the Prevention of Pollution from Ships, 1973, provides that the discharge of sewage and disposal of garbage into the sea from ships shall be prohibited except when specified conditions are satisfied,

RECOGNIZING the need for adequate reception facilities to make possible the application of these requirements for the disposal of sewage and garbage,

RECOGNIZING FURTHER that the effective implementation of Annexes IV and V of the Convention is dependent upon the availability of such reception facilities on a world-wide basis,

RECOMMENDS that the Organization urges Governments to take appropriate action to ensure the provision, as early as possible, of adequate facilities for the reception of sewage and garbage from ships, according to the needs of the ships using them and without causing undue delay.

Draft Resolution on Development of Scientific Information on
Water Quality Criteria

THE CONFERENCE,

RECOGNIZING that the capacity of the sea to assimilate pollutants and render them harmless is limited and that its ability to regenerate natural resources is also limited,

BELIEVING that the adequacy of measures taken to prevent pollution of the sea by substances that are liable to create hazards to human health, to harm marine life, to damage amenities or to interfere with other legitimate uses of the sea needs to be kept under review,

BELIEVING ALSO that there is a need to organize all interested competent organizations in establishing methods whereby the needs of the marine environment relative to water quality can be established, to identify the sources of pollution and to continually assess the various methods of controlling marine pollution for the development of new or more effective control measures where appropriate,

RECOMMENDS that the Organization should co-operate with other organizations and in particular with the Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP) to achieve these aims whereby a first step might be to examine the method and procedure necessary to establish water quality criteria for the protection of the marine environment.
