

RESOLUTION A.234(VII) adopted on 12 October 1971
DISPOSAL OF OILY BILGE AND BALLAST WATER FROM SHIPS IN PORTS (EXCLUDING EFFLUENT
FROM CARGO/BALLAST TANKS IN TANKERS)

INTER-GOVERNMENTAL MARITIME
CONSULTATIVE ORGANIZATION



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THE ASSEMBLY,

NOTING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization concerning the functions of the Assembly,

NOTING ALSO Article VIII of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954 (as amended in 1962), with respect to the provision of facilities in ports for the reception of residues and oily mixtures from ships,

NOTING FURTHER Resolution 9 of the International Conference on Prevention of Pollution of the Sea by Oil, 1962, concerning the promotion by governments of measures to facilitate the collection of spent lubricating oil resulting from drainage from ships' engines in ports not equipped with adequate reception facilities,

RECALLING its Resolution A.175(VI) adopted on 21 October 1969 by which it approved certain amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954

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and the Annexes thereto, in particular the amendments to Article III of the Convention which, when they enter into force, will prohibit the discharge into the sea of bilge or ballast water with any oil content while in ports,

BEING AWARE that, with existing arrangements, the disposal of oily waste to shore facilities often proves difficult or impossible mainly because the discharge outlets are arranged below, or close to, the waterline,

RECOGNIZING the advantages of providing, for this purpose, internationally standardized fittings at convenient locations on ships and on the shore,

RECOMMENDS to governments that they:

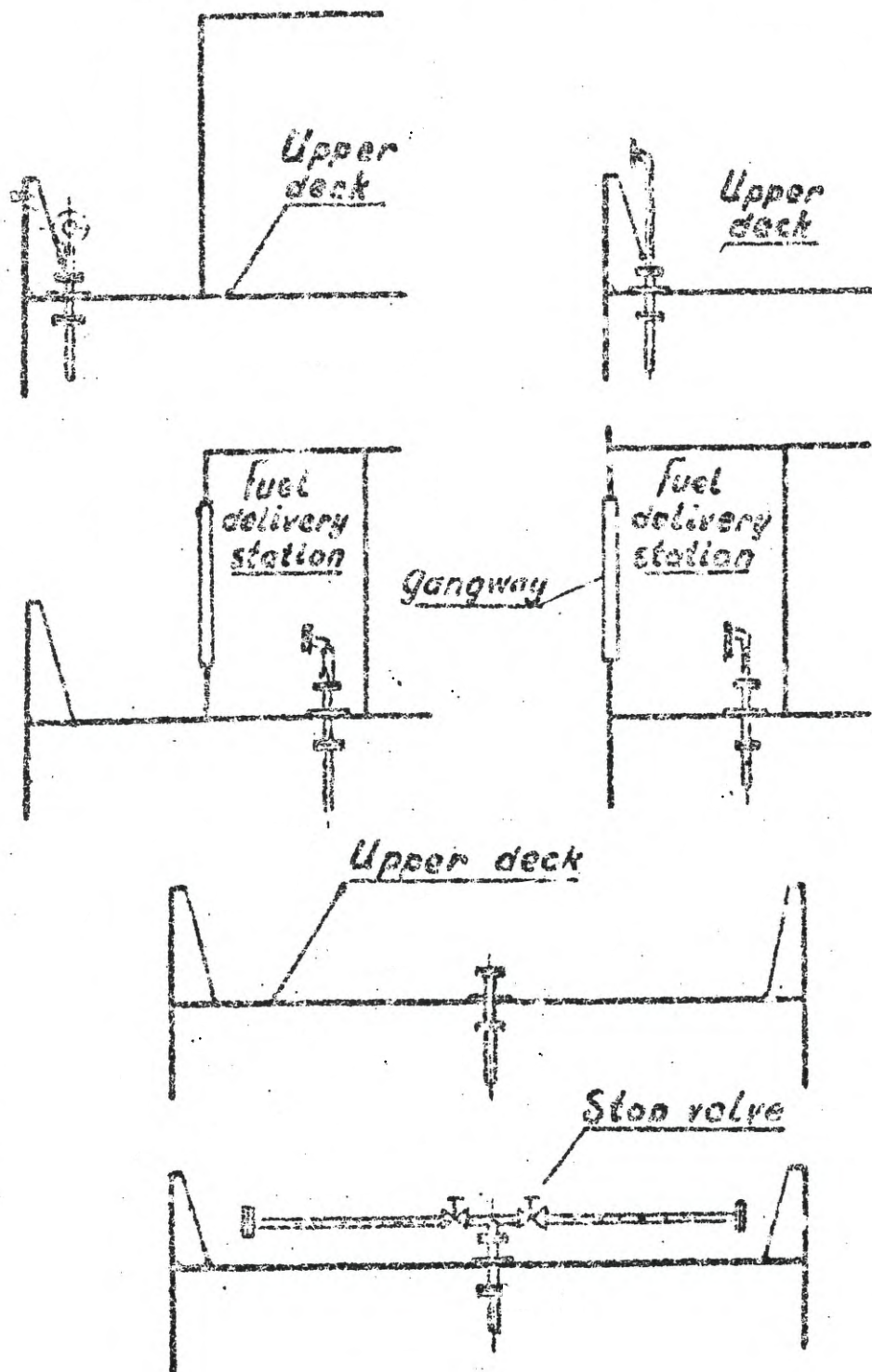
- (1) encourage shipowners, who wish to arrange for the disposal of bilge water with any oil content or any waste oil from their ships while in port, to:
 - (a) provide for pipelines, through which the bilge or ballast pumps can discharge the oily mixtures, to be permanently fitted and led to the open deck on both port and starboard sides using a typical pipe arrangement such as one of those shown at Annex I hereto;
 - (b) provide for remote stoppage of the pump in way of discharge pipes on the deck;
 - (c) provide such pipelines with internationally standardized shore connections of the dimensions given at Annex II so as to enable shore side pipes to be connected in any port in the world;
- (2) encourage Port Authorities to provide reception facilities for bilge water with any oil content or any waste oil, and to equip these with shore side pipelines of 125 mm (5 inches) internal diameter and with fittings corresponding to that shown in Annex II.

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ANNEX I

PIPE ARRANGEMENTS ON THE DECK



When required, the installation of elbows is permitted (dotted lines)

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ANNEX II

DIMENSIONS OF A STANDARDIZED INTERNATIONAL CONNECTION

Item	Description	Dimension
1.	Outside diameter	215 mm (8 1/2")
2.	Inner diameter	According to pipe outside diameter
3.	Bolt circle diameter	183 mm (7 3/16")
4.	Slots in flange	6 holes 22 mm (7/8") in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm (7/8")
5.	Flange thickness	22 mm (3/4")
6.	Bolts and nuts: quantity, diameter	6, each of 20 mm (3/4") in diameter and of suitable length

The flange is designed to accept pipes up to a maximum internal diameter of 125 mm (5 inches) and should be of steel having a flat face. This flange, together with a gasket of oilproof material, should be suitable for a service pressure of 6 kg/cm² (85 psi.).

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