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

Draft Regulations of Annex I

Prepared by the Secretariat

ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

CHAPTER II

REQUIREMENTS FOR CONTROL OF OPERATIONAL POLLUTION

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 Arabo-Persian Gulf.*

(2) Each Contracting Government of a State, the coastline of which borders on any of the special areas defined in Regulation 1(10) of this Annex, shall take appropriate measures in order to achieve the earliest adoption of the following methods for preventing oil pollution in respect of areas under its jurisdiction.*

* Committee I is invited to review the expression and provide appropriate wording
(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 other than an oil tanker of 400 tons gross tonnage
and above shall be prohibited.

(b) The oil pollution prevention by such ships in a special area
shall be effected by retaining on board all oil drainage and
sludge, dirty ballast and tank washing waters and discharging
them only to shore 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 machinery space
bilges of a ship other than oil tanker of less than 400 tons gross
 tonnage, unless they are [combined] with oil residues, shall be
prohibited except when the oil content of the discharge does not
exceed 15 parts per million or alternatively when all of the
following conditions are satisfied:

(i) the ship is proceeding on route;

(ii) the oil content of the discharge is less than 100 parts per
1,000,000; 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 provisions of sub-paragraph (a) of this paragraph shall not
apply to the discharge of clean or segregated ballast.

(5) Nothing in this Regulation shall prohibit a ship on a voyage only part
of which is in a special area from discharging in accordance with
Regulation 9 of this Annex which is outside the special area.
(6) Shore facilities within special areas

(a) Mediterranean Sea, Black Sea (and Baltic Sea)

(i) Each Contracting Government not later than 1 January 1977 shall take steps to ensure that all oil loading terminals, repair ports and entrances to seawater courses with low depth contour under its jurisdiction allocated in the special area are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers.

(ii) During the period between the entry into force of the present Convention (if earlier than 1 January 1977) and 1 January 1977, oil tankers while navigating in the special area shall comply with the requirements of Regulation 9 of this Annex.

(iii) 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, Arabo-Persian Gulf (and Baltic Sea)

Alternative I

(i) Each Contracting Government shall take steps to ensure that as soon as possible all loading terminals, repair ports and entrances to sea water courses with a low depth contour under its jurisdiction located in the special area, are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers.

(ii) 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.
(iii) After such date oil tankers loading in ports in such special area where such facilities are not yet available shall comply with the requirements of Regulation 9, except paragraphs (1)(a)(i) and (b)(i) of this Annex until such facilities become available.

Alternative II

(i) Each Contracting Government shall take steps to ensure that as soon as possible all loading terminals, repair ports and entrances to sea water courses with a low depth contour under its jurisdiction located in the special area, are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers.

(ii) 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.

(iii) After such date oil tankers loading in ports in such special area where such facilities are not yet available shall also fully comply with the requirements of this Regulation.