

## INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION OF THE SEA BY OIL, 1954\*

\* The original text of the Convention, which was done by the International Conference on Pollution of the Sea by Oil in London on 12 May 1954, entered into force on 26 July 1958. The Convention was modified by Amendments adopted by the International Conference on Prevention of Pollution of the Sea by Oil, 1962; these Amendments entered into force on 18 May and 28 June 1967. The Convention was further modified by Amendments adopted by the sixth Assembly of the InterGovernmental Maritime Consultative Organization on 21 October 1969 (Resolution A. 175 (VI)); these Amendments entered into force on 20 January 1978.

London, 12 May 1954

The Governments represented at the International Conference on Pollution of the Sea by Oil held in London from 26 April 1954 to 12 May 1954.

Desiring to take action by common agreement to prevent pollution of the sea by oil discharged from ships, and considering that this end may best be achieved by the conclusion of a Convention,

Have accordingly appointed the undersigned plenipotentiaries, who, having communicated their full powers, found in good and due form, have agreed as follows:

### Article I

1. For the purposes of the present Convention, the following expressions shall (unless the context otherwise requires) have the meanings hereby respectively assigned to them that is to say:  
'The Bureau' has the meaning assigned to it by Article XXI;  
'Discharge' in relation to oil or to oily mixture means any discharge or escape howsoever caused;  
'Heavy diesel oil' means diesel oil, other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340 deg C when tested by A.S.T.M. Standard Method D.86/59;  
'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;  
'Mile' means a nautical mile of 6,080 feet or 1,852 metres;

'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';  
'Oil' means crude oil, fuel oil, heavy diesel oil and lubricating oil, and 'oily' shall be construed accordingly;  
'Oily mixture' means a mixture with any oil content;  
'Organization' means the Inter-Governmental Maritime Consultative Organization;  
'Ship' means any sea-going vessel of any type whatsoever, including floating craft, whether self-propelled or towed by another vessel, making a sea voyage; and 'tanker' means a ship in which the greater part of the cargo space is constructed or adapted for the carriage of liquid cargoes in bulk and which is not, for the time being, carrying a cargo other than oil in that part of the cargo space.

2. For the purposes of the present Convention the territories of a Contracting Government means the territory of the country of which it is the Government and any other territory for the international relations of which it is responsible and to which the Convention shall have been extended under Article XVIII.

## Article II

1. The present Convention shall apply to ships registered in any of the territories of a Contracting Government and to unregistered ships having the nationality of a Contracting Party, except:

- a) tankers of under 150 tons gross tonnage and other ships of under 500 tons gross tonnage, provided that each Contracting Government will take the necessary steps, so far as is reasonable and practicable, to apply the requirements of the Convention to such ships also, having regard to their size, service and the type of fuel used for their propulsion;
- b) ships for the time being engaged in the whaling industry when actually employed on whaling operations;
- c) ships for the time being navigating the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of St. Lambert Lock at Montreal in the Province of Quebec, Canada;
- d) naval ships and ships for the time being used as naval auxiliaries.

2. Each Contracting Government undertakes to adopt appropriate measures ensuring that requirements equivalent to those of the present Convention are, so far as is reasonable and practicable, applied to the ships referred to in subparagraph (d) of paragraph (1) of this Article.

### Article III

Subject to the provisions of Articles IV and V:

a) the discharge from a ship to which the present Convention applies, other than a tanker, of oil or oily mixture shall be prohibited except when the following conditions are all satisfied:

(i) the ship is proceeding en route;

(ii) the instantaneous rate of discharge of oil content does not exceed 60 litres per mile;

(iii) the oil content of the discharge is less than 100 parts per 1,000,000 parts of the mixture.

(iv) the discharge is made as far as practicable from land;

b) the discharge from a tanker to which the present Convention applies of oil or oily mixture shall be prohibited except when the following conditions are all satisfied:

(i) the tanker is proceeding en route;

(ii) the instantaneous rate of discharge of oil content does not exceed 60 litres per mile;

(iii) the total quantity of oil discharged on a ballast voyage does not exceed 1/15,000 of the total cargo-carrying capacity;

(iv) the tanker is more than 50 miles from the nearest land;

c) the provisions of sub-paragraph (b) of this Article shall not apply to:

(i) the discharge of ballast from a cargo tank which, since the cargo was last carried therein, has been so cleaned that any

effluent therefrom, if it were discharged from a stationary tanker into clean calm water on a clear day, would produce no visible traces of oil on the surface of the water; or

(ii) the discharge of oil or oily mixture from machinery space bilges, which shall be governed by the provisions of subparagraph (a) of this Article.

#### Article IV

Article III shall not apply to:

- a) the discharge of oil or of oily mixture from a ship for the purpose of securing the safety of a ship, preventing damage to a ship or cargo, or saving life at sea;
- b) the escape of oil or of oily mixture resulting from damage to a ship or unavoidable leakage, 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.

#### Article V

Article III shall not apply to the discharge of oily mixture from the bilges of a ship during the period of twelve months following the date on which the present Convention comes into force for the relevant territory in accordance with paragraph (1) of Article II.

#### Article VI

1. Any contravention of Articles III and IX shall be an offence punishable under the law of the relevant territory in respect of the ship in accordance with paragraph (1) of Article II.
2. The penalties which may be imposed under the law of any of the territories of a Contracting Government in respect of the unlawful discharge from a ship of oil or oily mixture outside the territorial sea of that territory shall be adequate in severity to discourage any such unlawful discharge and shall not be less than the penalties which may be imposed under the law of that territory in respect of the same infringements within the territorial sea.
3. Each Contracting Government shall report to the Organization

the penalties actually imposed for each infringement.

## Article VII

1. As from a date twelve months after the present Convention comes into force for the relevant territory in respect of a ship in accordance with paragraph (1) of Article II, such a ship shall be required to be so fitted as to prevent, as far as reasonable and practicable, the escape of oil into bilges, unless effective means are provided to ensure that the oil in the bilges is not discharged in contravention of this Convention.
2. Carrying water ballast in oil fuel tanks shall be avoided if possible.

## Article VIII

1. Each Contracting Government shall take all appropriate steps to promote the provision of facilities as follows:
  - a) according to the needs of ships using them, ports shall be provided with facilities adequate for the reception, without causing undue delay to ships of such residues and oily mixtures as would remain for disposal from ships other than tankers if the bulk of the water had been separated from the mixture;
  - b) oil loading terminals shall be provided with facilities, adequate for the reception of such residues and oily mixture as would similarly remain for disposal by tankers;
  - c) ship repair ports shall be provided with facilities adequate for the reception of such residues and oily mixtures as would similarly remain for disposal by all ships entering for repairs.
2. Each Contracting Government shall determine which are the ports and oil loading terminals in its territories suitable for the purposes of sub-paragraphs (a), (b) and (c) of paragraph (1) of this Article.
3. As regards paragraph (1) of this Article, each Contracting Government shall report to the Organization, for transmission to the Contracting Government concerned, all cases where the facilities are alleged to be inadequate.

## Article IX

1. Of the ships to which the present Convention applies, every ship which uses oil fuel and every tanker shall be provided with an oil record book, whether as part of the ship's official log book or otherwise, in the form specified in the Annex to this Convention.

2. The oil record book shall be completed on each occasion, on a tank-to-tank basis, whenever any of the following operations take place in the ship:

a) for tankers:

- (i) loading of oil cargo;
- (ii) transfer of oil cargo during voyage;
- (iii) discharge of oil cargo;
- (iv) ballasting of cargo tanks;
- (v) cleaning of cargo tanks;
- (vi) discharge of dirty ballast;
- (vii) discharge of water from slop-tanks;
- (viii) disposal of residues;
- (ix) discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water containing oil unless the latter has been entered in the appropriate log book;

b) for ships other than tankers:

- (i) ballasting or cleaning of bunker fuel tanks;
- (ii) discharge of dirty ballast or cleaning water from tanks referred to under (i) of this subparagraph;
- (iii) disposal of residues;
- (iv) discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water containing oil unless the latter has been entered in the appropriate log book.

In the event of such discharge or escape of oil or oily mixture as is referred to in Article IV, a statement shall be made in the oil record book of the circumstances of, and the reason for, the discharge or escape.

3. Each operation described in paragraph (2) of this Article shall be fully recorded without delay in the oil record book so that all

the entries in the book appropriate to that operation are completed. Each page of the book shall be signed by the officer or officers in charge of the operations concerned and, when the ship is manned, by the master of the ship. The written entries in the oil record book shall be in an official language of the relevant territory in respect of the ship in accordance with paragraph (1) of Article II, or in English or French.

4. Oil record books shall be kept in such a place as to be readily available for inspection at all reasonable times, and, except in the case of unmanned ships under tow, shall be kept on board the ship. They shall be preserved for a period of two years after the last entry has been made.

5. The competent authorities of any of the territories of a Contracting Government may inspect on board any ship to which the present Convention applies, while within a port in that territory, the oil record book required to be carried in the ship in compliance with the provisions of this Article, and may make a true copy of an entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which purports to have been certified by the master of the ship as a true copy of an entry in the ship's oil record book shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. Any action by the competent authorities under this paragraph shall be taken as expeditiously as possible and the ship shall not be delayed.

## Article X

1. Any Contracting Government may furnish to the Government of the relevant territory in respect of the ship in accordance with paragraph (1) of Article II particulars in writing of evidence that any provision of the present Convention has been contravened in respect of that ship, wheresoever the alleged contravention may have taken place. If it is practicable to do so, the competent authorities of the former Government shall notify the master of the ship of the alleged contravention.

2. Upon receiving such particulars, the Government so informed shall investigate the matter, and may request the other Government to furnish further or better particulars of the alleged contravention. If the Government so informed is satisfied that sufficient evidence is available in the form required by its law to enable proceedings against the owner or master of the ship to

be taken in respect of the alleged contravention, it shall cause such proceedings to be taken as soon as possible. The Government shall promptly inform the Government whose official has reported the alleged contravention, as well as the Organization, of the action taken as a consequence of the information communicated.

#### Article XI

Nothing in the present Convention shall be construed as derogating from the powers of any Contracting Government to take measures within its jurisdiction in respect of any matter to which the Convention relates or as extending the jurisdiction of any Contracting Government.

#### Article XII

Each Contracting Government shall send to the Bureau and to the appropriate organ of the United Nations:

- a) the text of laws, decrees, orders and regulations in force in its territories which give effect to the present Convention;
- b) all official reports or summaries of official reports in so far as they show the results of the application of the provisions of the Convention, provided always that such reports or summaries are not, in the opinion of that Government, of a confidential nature.

#### Article XIII

Any dispute between Contracting Governments relating to the interpretation or application of the present Convention which cannot be settled by negotiation shall be referred at the request of either party to the International Court of Justice for decision unless the parties in dispute agree to submit it to arbitration.

#### Article XIV

1. The present Convention shall remain open for signature for three months from this day's date and shall thereafter remain open for acceptance.

2. Subject to Article XV, the Governments of States Members of the United Nations or of any of the Specialized Agencies or parties to the Statute of the International Court of Justice may become parties to the present Convention by:

- a) signature without reservation as to acceptance;
- b) signature subject to acceptance followed by acceptance; or
- c) acceptance.

3. Acceptance shall be effected by the deposit of an instrument of acceptance with the Bureau, which shall inform all Governments that have already signed or accepted the present Convention of each signature and deposit of an acceptance and of the date of such signature or deposit.

#### Article XV

1. The present Convention shall come into force twelve months after the date on which not less than ten Governments have become parties to the Convention, including five Governments of countries each with not less than 500,000 gross tons of tanker tonnage.

2. a) For each Government which signs the Convention without reservation as to acceptance or accepts the Convention before the date on which the Convention comes into force in accordance with paragraph (1) of this Article it shall come into force on that date. For each Government which accepts the Convention on or after that date, it shall come into force three months after the date of the deposit of that Government's acceptance.

b) The Bureau shall, as soon as possible, inform all Governments which have signed or accepted the Convention of the date on which it will come into force.

#### Article XVI

1. a) The present Convention may be amended by unanimous agreement between the Contracting Governments.

b) Upon request of any Contracting Government a proposed amendment shall be communicated by the Organization to all Contracting Governments for consideration and acceptance under this paragraph.

2. a) An amendment to the present Convention may be proposed to the Organization at any time by any Contracting Government, and such proposal if adopted by a two-thirds majority of the Assembly

of the Organization upon recommendation adopted by a two-thirds majority of the Maritime Safety Committee of the Organization shall be communicated by the Organization to all Contracting Governments for their acceptance.

b) Any such recommendation by the Maritime Safety Committee shall be communicated by the Organization to all Contracting Governments for their consideration at least six months before it is considered by the Assembly.

3. a) A conference of Governments to consider amendments to the present Convention proposed by any Contracting Government shall at any time be convened by the Organization upon the request of one-third of the Contracting Governments.

b) Every amendment adopted by such conference by a two-thirds majority of the Contracting Governments shall be communicated by the Organization to all Contracting Governments for their acceptance.

4. Any amendment communicated to Contracting Governments for their acceptance under paragraph (2) or (3) of this Article shall come into force for all Contracting Governments except those which before it comes into force make a declaration that they do not accept the amendment, twelve months after the date on which the amendment is accepted by two-thirds of the Contracting Governments.

5. The Assembly, by a two-thirds majority vote including two-thirds of the Governments represented on the Maritime Safety Committee, and subject to the concurrence of two-thirds of the Contracting Governments to the present Convention, or a conference convened under paragraph (3) of this Article by a two-thirds majority vote, may determine at the time of its adoption that the amendment is of such an important nature that any Contracting Government which makes a declaration under paragraph (4) of this Article and which does not accept the amendment within a period of twelve months after the amendment comes into force, shall, upon the expiry of this period, cease to be a party to the present Convention.

6. The Organization shall inform all Contracting Governments of any amendments which come into force under this Article, together with the date on which such amendments shall come into force.

7. Any acceptance or declaration under this Article shall be made by a notification in writing to the Organization which shall notify all Contracting Governments of the receipt of the

acceptance or declaration.

#### Article XVII

1. The present Convention may be denounced by any Contracting Government at any time after the expiration of a period of five years from the date on which the Convention comes into force for that Government.

2. Denunciation shall be effected by a notification in writing addressed to the Bureau which shall notify all the Contracting Governments of any denunciation received and of the date of its receipt.

3. A denunciation shall take effect twelve months, or such longer period as may be specified in the notification, after its receipt by the Bureau.

#### Article XVIII

1. a) The United Nations in cases where they are the administering authority for a territory or any Contracting Government responsible for the international relations of a territory shall as soon as possible consult with such territory in an endeavour to extend the present Convention to that territory and may at any time by notification in writing given to the Bureau declare that the Convention shall extend to such territory.

b) The present Convention shall from the date of the receipt of the notification or from such other date as may be specified in the notification extend to the territory named therein.

2. a) The United Nations in cases where they are the administering authority for a territory or any Contracting Government which has made a declaration under paragraph (1) of this Article, at any time after the expiry of a period of five years from the date on which the present Convention has been so extended to any territory, may by a notification in writing given to the Bureau after consultation with such territory declare that the Convention shall cease to extend to any such territory named in the notification.

b) The present Convention shall cease to extend to any territory mentioned in such notification one year, or such longer period as may be specified therein, after the date of receipt of the notification by the Bureau.

3. The Bureau shall inform all the Contracting Governments of the extension of the present Convention to any territory under paragraph (1) of this Article, and of the termination of any such extension under the provisions of paragraph (2) stating in each case the date from which the Convention has been or will cease to be so extended.

#### Article XIX

1. In case of war or other hostilities, a Contracting Government which considers that it is affected, whether as a belligerent or as a neutral, may suspend the operation of the whole or any part of the present Convention in respect of all or any of its territories. The suspending Government shall immediately give notice of any such suspension to the Bureau.

2. The suspending Government may at any time terminate such suspension and shall in any event terminate it as soon as it ceases to be justified under paragraph (1) of this Article. Notice of such termination shall be given immediately to the Bureau by the Government concerned.

3. The Bureau shall notify all the Contracting Governments of any suspension or termination of suspension under this Article.

#### Article XX

As soon as the present Convention comes into force it shall be registered by the Bureau with the Secretary-General of the United Nations.

#### Article XXI

The duties of the Bureau shall be carried out by the Government of the United Kingdom of Great Britain and Northern Ireland\* unless and until the Inter-Governmental Maritime Consultative Organization comes into being and takes over the duties assigned to it under the Convention signed at Geneva on the 6 March 1948, and thereafter the duties of the Bureau shall be carried out by the said Organization.

\* Transferred to IMCO 15 June 1959 in accordance with Assembly

Resolution A. 8(1).

In Witness Whereof the undersigned plenipotentiaries have signed the present Convention\*\*

\*\* Signatures omitted.

Done in London this twelfth day of May, 1954, in English and French, both texts being equally authoritative, in a single copy, which shall be deposited with the Bureau and of which the Bureau shall transmit certified copies to all signatory and Contracting Governments.

ANNEX

FORM OF OIL RECORD BOOK  
FOR TANKERS

Name of ship .....

Total cargo carrying capacity of ship in cubic metres  
.....

a) Loading of oil cargo

1. Date and place of loading
2. Types of oil loaded
3. Identity of tank(s) loaded

b) Transfer of oil cargo during voyage

4. Date of transfer
5. Identity of tank(s)        i    From  
    ii    To
6. Was (were) tank(s) in 5 (i) emptied?

c) Discharge of oil cargo

7. Date and place of discharge

8. Identity of tank(s) discharged

9. Was (were) tank(s) emptied?

d) Ballasting of cargo tanks

10. Identity of tank(s) ballasted

11. Date and position of ship at start of ballasting

e) Cleaning of cargo tanks

12. Identity of tank(s) cleaned

13. Date and duration of cleaning

14. Methods of cleaning\*

\* Hand hosing, machine washing or chemical cleaning. Where chemically cleaned, the chemical concerned and the amount used should be stated.

f) Discharge of dirty ballast

15. Identity of tank(s)

16. Date and position of ship at start of discharge at sea

17. Date and position of ship at finish of discharge at sea

18. Ship's speed(s) during discharge

19. Quantity discharged to sea

20. Quantity of polluted water transferred to slop tank(s)  
(identify slop tanks(s))

21. Date and port of discharge into shore reception  
facilities (if applicable)

g) Discharge of water from slop tanks

22. Identity of slop tank(s)
23. Time of settling from last entry of residues, or
24. Time of settling from last discharge
25. Date, time and position of ship at start of discharge
26. Sounding of total contents at start of discharge
27. Sounding of interface at start of discharge
28. Bulk quantity discharged and rate of discharge
29. Final quantity discharged and rate of discharge
30. Date, time and position of ship at end of discharge
31. Ship's speed(s) during discharge
32. Sounding of interface at end of discharge

h) Disposal of residues

33. Identity of tank(s)
34. Quantity disposed from each tank
35. Method of disposal of residue:
  - (a) Reception facilities
  - (b) Mixed with cargo
  - (c) Transferred to another (other) tank(s) (identify tank(s))
  - (d) Other method
36. Date and port of disposal of residue

i) Discharge overboard of bilge water containing oil which has accumulated in machinery spaces (including pump rooms) whilst in port\*

\* The routine discharge at sea of bilge water containing oil from machinery spaces including pump room bilges need not be entered in the oil record book but, if not, it must be entered in the

appropriate log book, stating whether or not the discharge was made through a separator. Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day, "Automatic discharge from bilges through separator."

37. Port

38. Duration of stay

39. Quantity disposed

40. Date and place of disposal

41. Method of disposal (state whether a separator was used)

j) Accidental or other exceptional discharges of oil

42. Date and time of occurrence

43. Place or position of ship at time of occurrence

44. Approximate quantity and type of oil

45. Circumstances of discharge or escape and general remarks

.....Signature of officer or officers  
in charge of operation concerned

.....Signature of Master

## II Ñ FOR SHIPS OTHER THAN TANKERS

Name of Ship .....

a) Ballasting or cleaning of bunker fuel tanks

1. Identity of tank(s) ballasted

2. Whether cleaned since they last contained oil and, if not, type of oil previously carried

3. Date and position of ship at start of cleaning

4. Date and position of ship at start of ballasting

b) Discharge of dirty ballast or cleaning water from tanks referred to under (a)

5. Identity of tank(s)

6. Date and position of ships at start of cleaning

7. Date and position of ship at finish of discharge

8. Ship's speed(s) during discharge

9. Method of discharge (state whether separator used)

10. Quantity discharged

c) Disposal of residues

11. Quantity of residue retained on board

12. Methods of disposal of residue:

(a) reception facilities

(b) mixed with next bunkering

(c) transferred to another (other) tank

13. Date and port of disposal of residue

d) Discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port\*

\* The routine discharge at sea of bilge water containing oil from machinery spaces need not be entered in the oil record book but, if not, it must be entered in the appropriate log book, stating whether or not the discharge was made through a separator. Where the pump starts automatically and discharges through a separator at all times it will be sufficient to enter each day, "Automatic discharge from bilges through separator."

14. Port
15. Duration of stay
16. Quantity disposed
17. Date and place of disposal
18. Method of disposal (state whether separator was used)

e) Accidental or other exceptional discharges of oil

19. Date and time of occurrence
20. Place or position of ship at time of occurrence
21. Approximate quantity and type of oil
22. Circumstances of discharge or escape and general remarks

..... Signature of Officer or Officers  
in charge of operations concerned

.....Signature of Master

AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE  
PREVENTION OF POLLUTION OF THE SEA BY OIL, 1954,  
CONCERNING THE PROTECTION OF THE GREAT BARRIER REEF

SUPPLEMENT I

The Seventh IMCO Assembly adopted on 12 October 1971, by Resolution A.232 (VII), and on 15 October 1971, by Resolution A.246 (VII), the following amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954. In accordance with Article XVI (4) of the Convention, the amendments will come into force twelve months after the date on which they are accepted by two-thirds of the Contracting

Governments.

(Resolution A.232 (VII) adopted on 12 October 1971)

#### Article I

The existing text of the definition of "Nearest Land" in Article I (as amended in 1969) is replaced by the following:

"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 this 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 deg south, longitude 142 deg 08 min east to a point in latitude 10 deg 35 min south, longitude 141 deg 55 min east:

thence to a point latitude 10 deg 00 min south, longitude 142 deg 00 min east

thence to a point latitude 9 deg 10 min south, longitude 143 deg 52 min east

thence to a point latitude 9 deg 00 min south, longitude 144 deg 30 min east

thence to a point latitude 13 deg 00 min south, longitude 144 deg 00 min east

thence to a point latitude 15 deg 00 min south, longitude 146 deg 00 min east

thence to a point latitude 18 deg 00 min south, longitude 147 deg 00 min east

thence to a point latitude 21 deg 00 min south, longitude 153 deg 00 min east

thence to a point on the coast of Australia in latitude 24 deg 42 min south, longitude 153 deg 15 min east.

### Article III

The existing text of sub-paragraph (iv) of paragraph (a) of Article III (as amended in 1969) is replaced by the following:

(iv) the discharge is made as far as practicable from the nearest land.

### AMENDMENTS TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION OF THE SEA BY OIL, 1954 CONCERNING TANK ARRANGEMENTS AND LIMITATIONS OF TANK SIZE

(Resolution A.246 (VII) adopted on 15 October 1971)

The Assembly,

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

Being conscious of the responsibility of the Organization for taking effective measures for the prevention and control of pollution of the marine environment which may arise from maritime activities,

Realizing that notwithstanding the adoption by the Organization of various measures for preventing collisions and strandings of ships, it is not possible to eliminate entirely accidents which may lead to release of oil, but desiring to minimize ensuing damage to the environment,

Recognizing that construction of oil tankers of large size without accompanying control of size or internal arrangement of cargo tanks leads to the possibility, in the event of a single accident, of serious environmental pollution,

Having examined the Recommendations relating to tank arrangements and to the limitation of tank size prepared by the Maritime Safety Committee at its twenty-third session.

Considering that the universal implementation of such requirements can best be achieved by amending the International Convention for the Prevention of Pollution of the Sea by Oil, 1954,

Noting that Article XVI of the International Convention for the Prevention of Pollution of the Sea by Oil 1954 provides for procedures of amendment involving participation by the Organization,

Adopts the following amendments to the Articles and Annexes to that Convention, the texts of which are attached to this Resolution:

a) the addition of a new Article VIbis, and

b) the addition of a new Annex C,

Requests the Secretary-General of the Organization, in conformity with sub-paragraph (2) (a) of Article XVI to communicate for consideration and acceptance, certified copies of this Resolution and its Annexes, to all Contracting Governments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, together with copies to all Members of the Organization,

Invites all governments concerned to accept the amendments at the earliest possible date, and

Determines in accordance with paragraph (5) of Article XVI that these amendments are of such an important nature that any Contracting Government which makes a declaration under paragraph (4) of Article XVI and which does not accept the amendments within a period of 12 months after the amendments come into force, shall, upon the expiry of this period, cease to be a Party to the present Convention.

## ANNEX 1

Add new Article VIbis as follows:

### Article VIbis

1. Every tanker to which the present Convention applies and for which the building contract is placed on or after the date of coming into force of this Article shall be constructed in accordance with the provisions of Annex C. In addition, every tanker to which the present Convention applies and for which the building contract is placed, or in the absence of a building contract the keel of which is laid or which is at a similar stage

of construction, before the date of coming into force of this Article shall be required, within two years after that date, to comply with the provisions of Annex C, where such a tanker falls into either of the following categories:

- a) a tanker, the delivery of which is after 1 January 1977; or
- b) a tanker to which both the following conditions apply:
  - (i) delivery is not later than 1 January 1977; and
  - (ii) the building contract is placed after 1 January 1972, or in cases where no building contract has previously been placed the keel is laid, or the tanker is at a similar stage of construction, after 30 June 1972.

2. A tanker required under paragraph (1) of this Article to be constructed in accordance with Annex C and so constructed shall carry on board a certificate issued or authorized by the responsible Contracting Government attesting such compliance. A tanker which under paragraph (1) of this Article is not required to be constructed in accordance with Annex C shall carry on board a certificate to that effect issued or authorized by the responsible Contracting Government, or if the tanker does comply with Annex C although not required to do so, it may carry on board a certificate issued or authorized by the responsible Contracting Government attesting such compliance. A Contracting Government shall not permit such tankers under its flag to trade unless the appropriate certificate has been issued.

3. Certificates issued under the authority of a Contracting Government shall be accepted by the other Contracting Governments for all purposes covered by the present Convention. They shall be regarded by the other Contracting Governments as having the same force as certificates issued by them.

4. If a Contracting Government has clear grounds for believing that a tanker required under paragraph (1) of this Article to be constructed in accordance with Annex C entering ports in its territory or using off-shore terminals under its control does not in fact comply with Annex C, such Contracting Government may request consultation with the Government with which the tanker is registered. If, after such consultation or otherwise, the Contracting Government is satisfied that the tanker does not comply with Annex C, such Contracting Government may for this reason deny such a tanker access to ports in its territorial waters or to off-shore terminals under its control until such time as the Contracting Government is satisfied that the tanker does

comply.

Add new Annex C as follows:

#### ANNEX C\*

\* where these Amendments enter into force, the Annex (Form of Oil Record Book) will become Annex A and this Annex will become Annex B

#### REQUIREMENTS RELATING TO TANK ARRANGEMENTS AND TO THE LIMITATION OF TANK SIZE

##### 1. Assumed extent of damage

In the following paragraphs three dimensions of the extent of damage of a parallelepiped due to both collision and stranding are assumed. In the case of stranding, two conditions are set forth to be applied individually to the stated portions of the ship. These values represent the maximum assumed damage in such accidents and are to be used to determine by trial at all conceivable locations the worst combination of compartments which would be breached by such an accident.

##### 1.1 Collision

Longitudinal extent (lc)       $\frac{1}{3} \times L \times \frac{2}{3}$  or 14.5 metres, whichever is less

Transverse extent (tc)       $B/5$  or 11.5 metres, whichever is less  
inboard from the ship's side at right angles to the centreline at the level of the load line

Vertical extent (vc)      from the baseline upwards without limit

##### 1.2 Stranding

For O.3L from

Any other

the forward perpendicular of the ship                      part of the ship

Longitudinal extent (1s)  $L/10$                       5 metres

Transverse extent (ts)  $B/6$  or 10.0 metres,    5 metres  
whichever is less

Vertical extent (vs)     $B/15$  or 6 metres, whichever is less,  
from the base line    for any part of the ship

where: L, B in metres and perpendicular are as defined in Regulation 3 of the International Convention on Load Lines, 1966.

2. Hypothetical oil outflow from tanks assumed to be breached as a result of the accident

The hypothetical oil outflow in the case of collision (Oc) and stranding (Os) shall be calculated by the following formulae with respect to compartments breached by each assumed location of damage as defined in Section 1.

2.1 Collision

$$O_c = \sum W_i + \sum K_i C_i \dots\dots\dots(1)$$

2.2 Stranding

$$O_s = 1/3(\sum Z_i W_i + \sum Z_i C_i) \dots\dots\dots(2)$$

where:

$W_i$  = volume of a wing tank in cubic metres breached by the damage assumed in Section 1;  $W_i$  for a clean ballast tank may be taken equal to zero,

$C$  = volume of a centre tank in cubic metres breached by the damage assumed in Section 1;  $C_i$  for a clean ballast tank may be taken equal to zero,

$K_i = 1 - b_i/t_c$ ; when  $b_i$  is equal to or greater than  $t_c$   $K_i$  shall be taken equal to zero,

$Z_i = 1 - h_i/v_s$ ; when  $h_i$  is equal to or greater than  $v_s$ ,  $Z_i$  shall be taken equal to zero,

$b_i$  = width of wing tank in metres under consideration.

$h_i$  = minimum depth of the bottom in metres under consideration; where no double bottom is fitted, shall be taken equal to zero,

wing tank = any tank adjacent to the side shell plating,

centre tank = any tank inboard a longitudinal bulkhead.

## 2.3 Special requirements

2.3.1 If a void space or clean water ballast tank of a length less than  $l_c$  as defined in 1.1 is located between wing oil tanks,  $O_c$  in formula (1) may be calculated on the basis of volume  $W_i$  being the actual volume of one such tank (where they are of equal capacity) or the smaller of the two tanks (if they differ in capacity) adjacent to such space, multiplied by  $S_i$  as defined below and taking for all other wing tanks involved in such a collision the value of the actual full volume.

$$S_i = 1 - l_i/l_c$$

where:  $l_i$  = length in metres of void space or clean ballast tank under consideration.

2.3.2 a) Credit shall only be given in respect of double bottom tanks which are either empty or carrying clean water when cargo is carried in the tanks above.

b) Where the double bottom does not extend for the full length and width of the tank involved, the double bottom is considered non-existent and the volume of the tanks above the area of the stranding damage shall be included in formula (2) even if the tank is not considered breached because of the installation of such a partial double bottom.

c) Suction wells may be neglected in the determination of the value  $h_i$  provided such wells are not excessive in area and extend below the tank for a minimum distance and in no case more than half the height of the double bottom. If the depth of such a well exceeds half the height of the double bottom,  $h_i$  shall be equal to the double bottom height minus the well height. Piping serving such wells if installed within the double bottom shall be fitted with valves or other closing arrangements located at the point of connection to the tank served to prevent oil outflow in the event

of damage of the piping during stranding. Such piping shall be installed as high from the bottom shell as possible.

2.3.3. In the case where stranding damage simultaneously involves four centre tanks, the value of  $O_s$  may be calculated according to the formula

$$O_s = 1/4(\sigma Z_i W_i + \sigma Z_i C_i) \dots\dots\dots(3)$$

2.3.4 An Administration may credit as reducing oil outflow in case of stranding, an installed cargo transfer system having an emergency high suction in each cargo oil tank, capable of transferring from a breaching tank or tanks to segregated ballast tanks or to available cargo tankage if it can be assured that such tanks will have sufficient ullage. Credit for such a system would be governed by ability to transfer in two hours of operation, oil equal to one half of the largest of the breached tanks involved and by availability of equivalent receiving capacity in ballast or cargo tanks. The credit shall be confined to permitting calculation of  $O_s$  according to formula (3). The pipes for such suction shall be installed at least at a height not less than the vertical extent of the stranding damage vs.

The Administration shall supply the Organization with the information concerning the arrangements accepted by it, for circulation to other governments.

### 3. Limitations of size of cargo oil tanks

#### 3.1 Limitation of hypothetical oil outflow

The hypothetical oil outflow  $O_c$  or  $O_s$  calculated in accordance with the formulae in Section 2 shall not exceed 30,000 cubic metres or 400 square root of DW, whichever is the greater but subject to a maximum of 40,000 cubic metres, where DW = deadweight of the ship in metric tons.

#### 3.2 Limitation of volume of single tank

The volume of a wing tank shall not exceed seventy-five per cent of the limits of hypothetical oil outflow referred to in 3.1. The volume of a centre tank shall not exceed 50,000 cubic metres.

#### 3.3 Limitation of tank length

The length of each tank shall not exceed 10 metres or one of the following values, whichever is the greater:

a) where no longitudinal bulkhead is provided:

0.1L

b) where a longitudinal bulkhead is provided at the centreline only:

0.15L

c) where two or more longitudinal bulkheads are provided:

(i) for wing tanks:

0.2L

(ii) for centre tanks:

(1) if  $b_i/B$  is equal to or greater than  $1/5$ :

0.2L

(2) if  $b_i/B$  is less than  $1/5$ :

where no centreline longitudinal bulkhead is provided:

$(0.5 b_i/B + 0.1)L$

where a centreline longitudinal bulkhead is provided:

$(0.25 b_i/B + 0.15) L$