

RESOLUTION A.115(V)

RECOMMENDATION ON THE TREATMENT OF SPACES ON
BOARD SHIPS FOR THE SEPARATION, CLARIFICATION
OR PURIFICATION, AND THE CARRIAGE OF SLOP OIL

The Assembly,

Noting Article 16(i) of the IMCO Convention concerning the functions of the Assembly,

Further noting that the amendments to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, adopted in 1962, came into force on 18 May 1967 and 28 June 1967,

Also noting that those amendments result in a great increase in the number of areas and zones in which the discharge of oil and oily mixtures is prohibited,

Desiring to encourage shipowners and operators to co-operate in the programme for the prevention of pollution of the seas by oil,

Having considered the Recommendation of the Maritime Safety Committee (MSC XVI/4, paragraph 7 and Annex IV) on the treatment of spaces on board ships for the separation, clarification or purification, and the carriage of slop oil,

Decides:

- (a) to adopt that Recommendation, the text of which is set out in the Annex to this Resolution, and
- (b) to invite governments concerned to include in their national tonnage measurement requirements provisions to give effect to the Recommendation.

ANNEX

RECOMMENDATION ON THE TREATMENT OF SPACES ON
BOARD SHIPS FOR THE SEPARATION, CLARIFICATION
OR PURIFICATION, AND THE CARRIAGE OF SLOP OIL

1. In view of the coming into force of the amendments adopted by the London conference of 1962 to the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, which greatly increased the number and areas of zones in which discharge of oil or oily mixtures is prohibited, provisions should be introduced into present national tonnage measurement requirements so that the following spaces, provided they are not available

for any other purposes and are properly marked in accordance with the regulations of the pertinent national authority, may be deducted from gross tonnage in determining net tonnage:

Space taken up by machinery used exclusively to separate, clarify, or purify a ship's own slop oil mixture or tank cleaning residue, as defined in regulations of the pertinent national authority;

Space taken up by a tank or tanks used exclusively for the carriage of such slop oil mixture or residue.

2. The above provisions should be applicable to all ships, whether existing or new.

3. In applying the above provisions, the following explanatory material should be taken into account:

- (a) After discharging cargo it is generally necessary to take on ballast water without waiting for the cargo tanks to be cleaned. As it is desirable that the ships arrive at the loading terminal with only clean ballast, it is necessary to clean tanks, take on clean ballast and discharge the original dirty ballast during the voyage.
- (b) If a special slop oil tank were fitted in a ship, to be reserved for slop oil exclusively, it is expected that procedures similar to the following would be employed. Dirty ballast water would be allowed to settle in the cargo tanks and the greater portion of the relatively uncontaminated water would be decanted or drawn from the lower portion of the tank. The remainder of the liquid mixture would then be pumped to the slop oil tank as would be the tank cleaning water. Further settlement and ultimate discharge of much of the water in the slop oil tank would then take place so that upon arrival at the loading terminal, the mixture in the slop oil tank would be predominantly oil. The contents of the slop oil tank would then be available for:
 - (i) discharge to facilities at the loading terminal;
 - (ii) retention in the slop oil tank for discharge to facilities at the off-loading terminal; or
 - (iii) pumping to one or more of the cargo tanks if the "Load-on-Top" system is to be employed.

In all three cases, the slop oil tank is used exclusively for the extraction of water from the ship's own slop oil and the retention of the remaining liquid until it can be disposed of in one of the manners noted.

- (c) If a ship were not equipped with a special slop oil tank, one or more of the regular cargo tanks is employed as a slop oil tank and, therefore, no tonnage deduction should be granted.
- (d) The machinery referred to would be pumps, separators, oil-content detection equipment, etc. used exclusively for the slop oil process. If, for instance, a pump were used solely for the purpose of drawing water from the slop oil tank, the space occupied by the pump should be included in the deduction, but if it also served as a cargo pump, such space should not qualify.

25 October 1967
Agenda item 8

RESOLUTION A.116(V)

ARRANGEMENTS WITH THE FOOD AND AGRICULTURE ORGANIZATION OF THE UNITED NATIONS (FAO) AND THE INTERNATIONAL LABOUR ORGANISATION (ILO)

The Assembly,

Recalling Part XII of the IMCO Convention entitled "Relationship with the United Nations and other Organizations",

Recalling also that Article 26 provides that the Council may enter into agreements covering relationships with other organizations and should submit such agreements to the Assembly,

Recalling further its Resolution A.103(IV) approving the text of an Agreement between the Food and Agriculture Organization and the Inter-Governmental Maritime Consultative Organization and inviting the Secretary-General to submit to the Council proposals concerning the establishment of joint committees pursuant to Article III of the Agreement,

Having considered the text of an Agreement between the Executive Heads of the International Labour Organisation, the Food and Agriculture Organization and the Inter-Governmental Maritime Consultative Organization as to the division of responsibilities and principles of co-operation in respect of fishing vessels and fishermen,

Having also considered the Reports of the Maritime Safety Committee at its fourteenth (paragraph 10, MSC XIV/20) and fifteenth sessions (paragraphs 64-66, MSC XV/22) concerning the preparation of a Code of Safe Practice on board Fishing Vessels,

Endorses Council Resolution C.31(XVII) which notes that the Organization is responsible for matters affecting the safety of life, vessels and equipment at sea,