

ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

IMPORTANT DEFINITIONS

- **Oil** : Petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products, listed in Appendix I, other than those covered by Annex II. (Reg. 1.1)
Oily rag is treated as garbage under Annex V. (Interpretation 1.1)
- **Crude oil** : Any liquid hydrocarbon mixture occurring naturally in the Earth, whether or not treated to render it suitable for transportation, from which or into which certain distillate fractions may have been removed or added. (Reg. 1.2)
- **Oil tanker** : Ship constructed primarily to carry bulk oil cargo, including combination carrier, NLS tanker (Reg. II/1.16.2) and gas carrier (Reg. II-1/3.20 of SOLAS), when carrying bulk oil cargo. (Reg. 1.5)
Floating, Production, Storage and Offloading facilities (FPSOs) and Floating Storage Units (FSUs) are not oil tankers as these are not used for transportation of oil except under abnormal and rare circumstances. (Interpretation 1.2)
- **Combination carrier** : Ship designed to carry either oil or solid cargoes in bulk. (Reg. 1.8)
- **"From the nearest land"** : From baseline from which the territorial sea is established in accordance with International law. For the North-Eastern coast of Australia the co-ordinates of baseline are stated in Reg. 1.10
- **Special areas** : (Reg. 1.11)
 - Mediterranean sea including gulfs and seas therein, South of Lat. 41° N and East of Long. 005° 36' W.
 - Baltic sea including Gulfs of Bothnia and Finland, and entrance to the Baltic sea, South of Lat. 57° 44.8'.
 - Black sea (North of Lat. 41° N).
 - Red sea including Gulfs of Suez and Aqaba, North of the rhumb line joining Ras si Ane and Husn Murad.
 - Gulfs area (Persian Gulf, North-West of the rhumb line joining Ras al Hadd and Ras al Fasteh).
 - Gulf of Aden (East of the rhumb line joining Ras si Ane and Husn Murad, and West of the rhumb line joining Ras Asir and Ras Fartak).
 - Antarctic area (South of Lat. 60° S).
 - Arctic waters as defined in Reg. 46.2.

- North-West European waters (including North sea, Irish sea, Celtic sea, English channel and part of North-East Atlantic to the West of Ireland).
 - Oman area.
 - Southern South Africa.
 - Red sea, Gulf of Aden and Oman area shall be special areas when so notified by IMO in accordance with Reg. 38.6.
- **Clean ballast** : It means ballast in an oil tank, which has been so cleaned prior to ballasting that, if the ballast from that tank is discharged from a stationary tanker, into calm waters, on a clear day, it will not leave visible traces of oil on the surface of water. If the same ballast is discharged through the ODMCS and it shows that the oil content ≤ 15 ppm, then the ballast is said to be clean notwithstanding the presence of visible traces as stated above. (Reg. 1.17)
 - **Segregated ballast** : It means ballast introduced into a tank which is completely separated from cargo and fuel systems, and is permanently used only for the carriage of ballast or cargo, other than oil (Reg. 1.1) or NLS (Reg. II/1.10). (Reg. 1.18)

However, connection to a cargo pump via a portable spool piece may be provided to carryout emergency discharge of this ballast. Non-return valves shall be fitted on this line to prevent passage of oil to the SBT. (Interpretation 3.1)

For a tanker constructed on or after 01-07-92, sliding type couplings shall not be used for expansion purposes for cargo or fuel lines passing through the SBT and for segregated ballast lines passing through cargo or fuel tanks. (Interpretation 3.2)
 - **Length** : 96% of total length on a waterline at 85% of the least moulded depth measured from top of the keel, or length from the foreside of the stem to the axis of the rudder stock on the waterline, whichever is greater. (Reg. 1.19)
 - **Parts per million (ppm)** : Parts of oil per million parts of water by volume. (Reg. 1.29)
 - **Constructed** : A ship whose keel is laid or which is at a similar stage of construction. (Reg. 1.30 and Interpretation 5)
 - **Oil residue (sludge)** : Residual waste oil products generated during normal operation of a ship, resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils. (Reg. 1.31)
 - **Oily bilge water** : Water contaminated by oil resulting from leakage or maintenance work in machinery spaces, and any liquid entering the bilge system including bilge wells, bilge piping, tank top or bilge holding tanks. (Reg. 1.33)

- **Audit Scheme** : IMO Member State Audit Scheme established in accordance with the IMO guidelines. (Reg. 1.36)
- **Audit Standard** : IMO Instruments Implementation (III) Code. (Reg. 1.38)

En route : Ship is underway at sea on courses, including deviation from the shortest direct route, as far as practicable for navigational purposes, which will cause any discharge to be spread over as great an area as is reasonable and practicable (Reg. 15.2.1 and Interpretation 28)