

### **DISCHARGE FROM MACHINERY SPACE OF SHIP (Reg. 15)**

- From a ship of GT  $\geq$  400 tons, oily mixture may be discharged into the sea, except in Arctic waters, only if all the following conditions are satisfied :
  - Ship is en route. (Interpretation 28)
  - Oil content of the effluent  $\leq$  15 ppm, without dilution.
  - Filtering equipment, fitted with alarm and auto-stop devices as required by Reg. 14, is provided for processing the oily mixture. (Interpretation 23)
  - There is no cargo oil.
  - For a ship of GT < 10000 tons, alarm and auto-stop devices shall be fitted to the filtering equipment only under the following circumstances
    - If the ship carries large quantity of fuel due to prolonged stay at sea, which makes it necessary to carry ballast in fuel tanks for stability reasons (Reg. 16.2 and Interpretations 23 and 29), or
    - If the effluent is to be discharged in a special area.
- In all areas except Antarctic area and Arctic waters, a ship of GT < 400 tons shall either retain oily mixture on board for subsequent discharge to reception facilities, or discharge it into the sea only if all the following conditions are satisfied :
  - Ship is en route.
  - Approved equipment is provided to ensure that the oil content of the effluent  $\leq$  15 ppm.
  - There is no cargo oil.
- Machinery space bilges may be transferred to slop tank but the reverse is not permitted. (Interpretation 27)
- If residues cannot be discharged to sea as stated above, then it shall be discharged to a reception facility through prescribed standard discharge connection.
- Sludge tanks of adequate capacity (Interpretation 16) shall be provided for retaining oil residues. It shall not have any direct connection overboard, other than through the standard discharge connection, for discharging to a reception facility. (Reg. 12 and Interpretation 18)
- If chemicals are introduced in the discharges for circumventing the conditions of discharge then it shall not be hazardous to the environment.
- If visible traces of oil are observed on the surface of water in the vicinity of the ship, the State should promptly investigate the facts to determine if there is any violation of this regulation.

### **DISCHARGE FROM CARGO AREA OF TANKER (Reg. 34)**

- **Within a special area** only clean or segregated ballast can be discharged into the sea.

- **Outside special area, except in Arctic waters**, cargo oil can be discharged into the sea only if all the following conditions are satisfied :
  - Distance from the nearest land > 50 miles.
  - Tanker is en route.
  - Instantaneous rate of discharge of oil  $\leq$  30 litres / mile.
  - Total quantity of oil discharged  $\leq$  1/30000 for a tanker delivered after 31-12-1979, and 1/15000 for a tanker delivered on or before 31-12-1979, of the total quantity of the particular cargo of which the residue formed a part.
  - The total quantity of cargo means the total cargo, which was carried on the previous voyage, and it does not relate only to the total cargo, which was carried in the particular tanks in which ballast was subsequently loaded. (Interpretation 60)
  - Approved ODMCS, slop tank arrangement and oil/water interface detector are provided and are operational.
  - The above criteria do not apply to discharge of clean or segregated ballast.
  - For a tanker of GT < 150 tons ODMCS, slop tank arrangement and oil/water interface detector need not be provided if the oil is retained on board for subsequent discharge to a reception facility.
  - The above discharge criteria shall also apply to a ship, other than tanker, having spaces for carrying bulk oil cargo of aggregate capacity  $\geq$  200 m<sup>3</sup>. However if the capacity of the said spaces < 1000 m<sup>3</sup> then the previous Para. for a tanker of GT < 150 tons shall apply. (Reg. 2.2)
  - Machinery oil may be transferred to the slop tank for being discharged as stated above, but cargo oil in slop tank cannot be transferred to the machinery space bilges. (Interpretation 27)
  - If residues cannot be discharged to sea as stated above, then it shall be discharged to a reception facility through prescribed standard discharge connection.
  - If chemicals are introduced in the discharges for circumventing the conditions of discharge then it shall not be hazardous to the environment.
  - If visible traces of oil are observed on the surface of water in the vicinity of the ship, the State should promptly investigate the facts to determine if there is any violation of this regulation.

#### **EXCEPTIONS (Reg. 4)**

Reg. 15, 34 and the Polar code shall not apply to discharges in the following circumstances :

- For safety of the ship.

- For saving life.
- Due to damage to ship or its equipment, provided all reasonable precautions have been taken after the damage to prevent or minimise discharge, and provided owner or Master did not cause the damage intentionally, recklessly or knowingly.
- For combating a specific pollution incident, with the approval of the coastal State.

#### **EXEMPTION FROM FILTERING EQUIPMENT (Reg. 14.5)**

Flag State may grant exemption from this equipment provided all the following conditions are complied with : (Interpretation 8)

- Ship is exclusively engaged in special areas, or a High-Speed craft is engaged on a service  $\leq$  24 hours.
- Oily mixture is totally retained in holdings tanks on board, and is subsequently discharged to a reception facility.
- Adequate reception facilities are available at the ports.
- IOPP certificate is endorsed accordingly. (Interpretation 26)
- Appropriate entries are made in the ORB.

#### **DISCHARGE REQUIREMENTS FOR ANTARCTIC AREA**

- Sludge, dirty ballast, tank washings, oily residues (sludge) and mixtures shall not be discharged in the Antarctic area from any ship. (Reg. 15.4)
- At the ports where a ship departs for or arrives from the Antarctic area, adequate facilities shall be provided to receive all the above items, according to the needs of the ship, without causing it undue delay. Such ships shall be fitted with tanks of adequate capacity to retain all such residues while operating in the Antarctic area. (Reg. 38.7)
- Except for vessels engaged in securing the safety of ships or in a search and rescue operation, the carriage in bulk as cargo or carriage and use as fuel of the following shall be prohibited in the Antarctic area : (Reg. 43)
- Crude oils of density  $> 900 \text{ kg/m}^3$  at  $15^\circ\text{C}$ .
- Oils, other than crude oils, of density  $> 900 \text{ kg/m}^3$  at  $15^\circ\text{C}$  or kinematic viscosity  $> 180 \text{ mm}^2/\text{s}$  at  $50^\circ\text{C}$ .
- Bitumen, tar and their emulsions.