

- 1) In every oil tanker, a discharge manifold for connection to reception facilities for the discharge of dirty ballast water or oil-contaminated water shall be located on the open deck on both sides of the ship.
- 2) In every oil tanker of 150 gross tonnage and above, pipelines for the discharge to the sea of ballast water or oil-contaminated water from cargo tank areas which may be permitted under regulation 34 of this Annex shall be led to the open deck or to the ship's side above the waterline in the deepest ballast condition. Different piping arrangements to permit operation in the manner permitted in subparagraphs 6.1 to 6.5 of this regulation may be accepted.'
- 3) In oil tankers of 150 gross tonnage and above delivered after 31 December 1979, as defined in regulation 1.28.2, means shall be provided for stopping the discharge into the sea of ballast water or oil-contaminated water from cargo tank areas, other than those discharges below the waterline permitted under paragraph 6 of this regulation, from a position on the upper deck or above located so that the manifold in use referred to in paragraph 1 of this regulation and the discharge to the sea from the pipelines referred to in paragraph 2 of this regulation may be visually observed. Means for stopping the discharge need not be provided at the observation position if a positive communication system such as a telephone or radio system is provided between the observation position and the discharge control position.
- 4) Every oil tanker delivered after 1 June 1982, as defined in regulation 1.28.4, required to be provided with segregated ballast tanks or fitted with a crude oil washing system, shall comply with the follow requirements:
  1. it shall be equipped with oil piping so designed and installed that oil retention in the lines is minimized; and
  2. means shall be provided to drain all cargo pumps and all oil lines at the completion of cargo discharge, where necessary by connection to a stripping device. The line and pump draining shall be capable of being discharged both ashore and to a cargo tank or a slop tank. For discharge ashore a special small diameter line shall be provided and shall be connected outboard of the ship's manifold valves.
- 5) Every crude oil tanker delivered on or before 1 June 1982, as defined in regulation 1.28.3, required to be provided with segregated ballast tanks, or to be fitted with a

crude oil washing system, shall comply with the provisions of paragraph 4.2 of this regulation.

6) On every oil tanker the discharge of ballast water or oil-contaminated water from cargo tank areas shall take place above the waterline, except as follows:

1. Segregated ballast and clean ballast may be discharged below the waterline:

1.1 in ports or at offshore terminals, or

1.2 at sea by gravity, or

1.3 at sea by pumps if the ballast water exchange is performed under the provisions of regulation D-1.1 of the International Convention for the Control and Management of Ships' Ballast Water and Sediments, provided that the surface of the ballast water has been examined either visually or by other means immediately before the discharge to ensure that no contamination with oil has taken place.

2. Oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, which, without modification, are not capable of discharging segregated ballast above the waterline may discharge segregated ballast below the waterline at sea, provided that the surface of the ballast water has been examined immediately before the discharge to ensure that no contamination with oil has taken place.

3. Oil tankers delivered on or before 1 June 1982, as defined in regulation 1.28.3, operating with dedicated clean ballast tanks, which without modification are not capable of discharging ballast water from dedicated clean ballast tanks above the waterline, may discharge this ballast below the waterline provided that the discharge of the ballast water is supervised in accordance with regulation 18.8.3 of this Annex.

4. On every oil tanker at sea, dirty ballast water or oil-contaminated water from tanks in the cargo area, other than slop tanks, may be discharged by gravity below the waterline, provided that sufficient time has elapsed in order to allow oil/water separation to have taken place and the ballast water has been examined immediately before the discharge with an oil/water interface detector referred to in regulation 32 of this Annex, in order to ensure that the height of

the interface is such that the discharge does not involve any increased risk of harm to the marine environment.

5. On oil tankers delivered on or before 31 December 1979, as defined in regulation 1.28.1, at sea dirty ballast water or oil-contaminated water from cargo tank areas may be discharged below the waterline, subsequent to or in lieu of the discharge by the method referred to in subparagraph 6.4 of this paragraph, provided that:

5.1 a part of the flow of such water is led through permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation; and

5.2 such part flow arrangements comply with the requirements established by the Administration, which shall contain at least all the provisions of the Specifications for the Design, Installation and Operation of a Part Flow System for Control of Overboard Discharges adopted by the Organization.'

- 7) Every oil tanker of 150 gross tonnage and above delivered on or after 1 January 2010, as defined in regulation 1.28.8, which has installed a sea chest that is permanently connected to the cargo pipeline system, shall be equipped with both a sea chest valve and an inboard isolation valve. In addition to these valves, the sea chest shall be capable of isolation from the cargo piping system whilst the tanker is loading, transporting, or discharging cargo by use of a positive means that is to the satisfaction of the Administration. Such a positive means is a facility that is installed in the pipeline system in order to prevent, under all circumstances, the section of pipeline between the sea chest valve and the inboard valve being filled with cargo.