



STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

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KANTOOR VAN DIE STAATSPRESIDENT

No. 446.

19 Maart 1986

Hierby word bekend gemaak dat die Staatspresident sy goedkeuring gegee het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 2 van 1986: Wet op die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1986.

STATE PRESIDENT'S OFFICE

No. 446.

19 March 1986

It is hereby notified that the State President has assented to the following Act which is hereby published for general information:—

No. 2 of 1986: International Convention for the Prevention of Pollution from Ships Act, 1986.

WET

Om voorsiening te maak vir die toepassing in die Republiek van die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe; en om voorsiening te maak vir aangeleenthede wat daarmee in verband staan.

(Engelse teks deur die Staatspresident geteken.)
(Goedgekeur op 4 Maart 1986.)

DAAR WORD BEPAAL deur die Staatspresident en die Parlement van die Republiek van Suid-Afrika, soos volg:—

Woordomskrywing.

1. In hierdie Wet, tensy uit die samehang anders blyk, beteken—

- (i) “hierdie Wet” ook die regulasies; (iv) 5
- (ii) “Konvensie” die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, en die 1978 Protokol wat op 3 November 1973 te Londen deur die Interstaatlike Maritieme Raadplegende Organisasie (“IMCO”) aangeneem is en waarvan ’n vertaling in die Bylae verskyn; (i) 10
- (iii) “Minister” die Minister van Vervoerwese; (ii)
- (iv) “regulasie” ’n regulasie kragtens hierdie Wet uitgevaardig. (iii)

Toepassing van Konvensie.

2. (1) Die Konvensie is, behoudens die bepalings van hierdie 15 Wet, in die Republiek van toepassing.

(2) Die Staatspresident kan alles doen wat nodig is om namens die Republiek enige wysigings van of byvoegings by die Konvensie wat van tyd tot tyd aangebring mag word te bekragtig of te laat bekragtig en kan by proklamasie in die *Staatskoerant* 20 die Bylae wysig om gevolg te gee aan enige wysiging of byvoeging wat aldus bekragtig is.

(3) Die Minister moet ’n afskrif van elke proklamasie wat kragtens subartikel (2) uitgevaardig word in die onderskeie Huise van die Parlement ter Tafel lê binne 14 dae na die datum 25 van die publikasie van die proklamasie in die *Staatskoerant*, as die Parlement dan in gewone sessie is, of, as die Parlement nie dan in gewone sessie is nie, binne 14 dae na die aanvang van sy eersvolgende gewone sessie.

Regulasies.

3. (1) Die Minister kan regulasies uitvaardig— 30

(a) ten einde gevolg te gee aan ’n bepaling van die Konvensie soos in die Republiek van toepassing;

(b) wat gelde voorskryf, en voorsiening maak vir die verhaal van uitgawes aangegaan, in verband met die toepassing van die Konvensie in die Republiek. 35

(2) ’n Regulasie uitgevaardig kragtens subartikel (1) kan strawwe voorskryf vir ’n oortreding daarvan of versuim om daaraan te voldoen, maar geen sodanige straf mag ’n boete van

INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS ACT, 1986

Act No. 2, 1986

ACT

To provide for the application in the Republic of the International Convention for the Prevention of Pollution from Ships; and to provide for matters connected therewith.

*(English text signed by the State President.)
(Assented to 4 March 1986.)*

BE IT ENACTED by the State President and the Parliament of the Republic of South Africa, as follows:—

1. In this Act, unless the context indicates otherwise—

Definitions.

- 5 (i) "Convention" means the International Convention for the Prevention of Pollution from Ships, 1973, and the 1978 Protocol adopted by the Inter-Governmental Maritime Consultative Organization ("IMCO") in London on 3 November 1973, and set out in the Schedule;
- 10 (ii) "Minister" means the Minister of Transport Affairs;
- (iii) "regulation" means a regulation made under this Act;
- (iv) "this Act" includes the regulations. (i)

15 2. (1) The Convention shall, subject to the provisions of this Act, apply in the Republic.

Application of Convention.

(2) The State President may do all things necessary to ratify or cause to be ratified on behalf of the Republic any amendments of or additions to the Convention which may be made from time to time, and may by proclamation in the *Gazette* amend the Schedule to give effect to any amendment or addition so ratified.

(3) The Minister shall lay a copy of every proclamation issued under subsection (2) upon the Table in the respective Houses of Parliament within 14 days after the date of the publication of the proclamation in the *Gazette*, if Parliament is then in ordinary session, or, if Parliament is not then in ordinary session, within 14 days after the commencement of its next ensuing ordinary session.

3. (1) The Minister may make regulations—

Regulations.

- 30 (a) to give effect to any provision of the Convention as applicable in the Republic;
- (b) prescribing fees, and providing for the recovery of any expenditure incurred, in connection with the application of the Convention in the Republic.

35 (2) Any regulation made under subsection (1) may prescribe penalties for any contravention thereof or failure to comply

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R100 000 of gevangenisstraf vir 'n tydperk van tien jaar of sowel sodanige boete as sodanige gevangenisstraf te bowe gaan nie.

(3) 'n Regulasie kragtens subartikel (1) uitgevaardig, word binne 14 dae na die publikasie daarvan in die *Staatskoerant* in die onderskeie huise van die Parlement ter Tafel gelê as die Parlement dan in gewone sessie is, of, as die Parlement nie dan in gewone sessie is nie, binne 14 dae na die aanvang van sy eersvolgende gewone sessie.

(4) 'n Regulasie bedoel in subartikel (3) of 'n bepaling daarvan kan deur die onderskeie Huise van die Parlement by besluit gedurende die sessie waarin so 'n regulasie ter Tafel gelê is, afgekeur word en indien bedoelde regulasie of bepaling aldus afgekeur word deur al drie Huise van die Parlement is die bepaling van artikel 12 (2) van die Interpretasiewet, 1957 (Wet No. 33 van 1957), van toepassing asof so 'n besluit 'n wet is wat die betrokke regulasie of bepaling herroep het.

Regsbevoegdheid.

4. 'n Misdryf beoog in artikel 3 (2) word vir doeleindes betreffende regsbevoegdheid van 'n hof om die misdryf te verhoor, geag gepleeg te gewees het op enige plek waar die beskuldigde hom bevind.

Kort titel en inwerkingtreding.

5. Hierdie Wet heet die Wet op die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1986, en tree in werking op 'n datum deur die Staatspresident by proklamasie in die *Staatskoerant* bepaal.

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therewith, but no such penalty shall exceed a fine of R100 000 or imprisonment for a period of ten years or both such fine and such imprisonment.

5 (3) Any regulation made under subsection (1) shall be laid upon the Table in the respective Houses of Parliament within 14 days after the publication thereof in the *Gazette* if Parliament is then in ordinary session, or, if Parliament is not then in ordinary session, within 14 days after the commencement of its next ensuing ordinary session.

10 (4) Any regulation referred to in subsection (3) or any provision thereof may, by resolution passed by the respective Houses of Parliament during the session in which such regulation has been laid upon the Table, be disapproved of, and if the said regulation or provision is so disapproved of by all three Houses
15 of Parliament, the provisions of section 12 (2) of the Interpretation Act, 1957 (Act No. 33 of 1957), shall apply as if such resolution were a law repealing the regulation or provision in question.

4. Any offence contemplated in section 3 (2) shall, for purposes in relation to jurisdiction of a court to try the offence, be deemed to have been committed at any place where the accused happens to be. Jurisdiction.

5. This Act shall be called the International Convention for the Prevention of Pollution from Ships Act, 1986, and shall
25 come into operation on a date fixed by the State President by proclamation in the *Gazette*. Short title and commencement.

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VAN BESOEDELING DEUR SKEPE, 1986

Bylae

INTERNASIONALE KONVENSIE TER VOORKOMING VAN BESOEDELING DEUR SKEPE, 1973

NADEMAAL DIE PARTYE TOT DIE KONVENSIE,

BEWUS IS van die noodsaaklikheid om die menslike omgewing in die algemeen, en die mariene omgewing in die besonder, te bewaar,

ERKENNING VERLEEN DAARAAN dat die uitlaat van olie en ander skadelike stowwe uit skepe, hetsy opsetlik, deur nalatigheid of per ongeluk, 'n ernstige bron van besoedeling is,

ERKENNING VOORTS VERLEEN AAN die belangrikheid van die "International Convention for the Prevention of Pollution of the Sea by Oil, 1954", as synde die eerste multilaterale akte wat gesluit is met as hoofdoel die bewaring van die omgewing, en met waardering vir die aansienlike bydrae wat daardie Konvensie gelewer het tot die bewaring van die see en kusomgewing teen besoedeling,

BEGERIC IS om opsetlike besoedeling van die mariene omgewing deur olie en ander skadelike stowwe heeltemal uit te skakel en om aksidentele uitlating van sodanige stowwe tot die minimum te beperk,

VAN OORDEEL IS dat hierdie doel die beste bereik kan word deur reëls met 'n universele strekking vas te stel wat nie tot oliebesoedeling beperk is nie,

SO IS DIT DAT DIE PARTYE TOT DIE KONVENSIE SOOS volg ooreengekom het:

ARTIKEL 1

Algemene Verpligtinge ingevolge die Konvensie

- (1) Die Partye by die Konvensie onderneem om uitvoering te gee aan die bepalings van hierdie Konvensie en die Aanhangsels daarvan waaraan hulle gebonde is, ten einde die besoedeling van die mariene omgewing deur die uitlating, strydig met die Konvensie, van skadelike stowwe of uitvloeiels wat sulke stowwe bevat, te voorkom.
- (2) Tensy uitdruklik anders bepaal, is 'n verwysing na hierdie Konvensie terselfdertyd 'n verwysing na die Protokolle en Aanhangsels daarby.

ARTIKEL 2

Woordomskrywing

By die toepassing van hierdie Konvensie, tensy uitdruklik anders bepaal, beteken:

- (1) "Regulasies" die Regulasies vervat in die Aanhangsels by hierdie Konvensie;
- (2) "Skadelike stof" enige stof wat, indien dit in die see beland, waarskynlik gevare vir die mens se gesondheid sal skep, lewende hulpbronne en die seelewe sal skaad, geriewe sal skend of ander wettige gebruike van die see sal belemmer, en ook enige stof wat ingevolge hierdie Konvensie aan beheer onderworpe is;
- (3) (a) "Uitlating", met betrekking tot skadelike stowwe of afvloeiels wat sulke stowwe bevat, enige vrylating, hoe ook al, uit 'n skip en ook enige ontsnapping, wegdoening, mors, uitlek, uitpomp, uitstorting of leegmaak;
- (b) "Uitlating" nie die volgende nie:
 - (i) storting ooreenkomstig die bedoeling van die "Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter", gedoen te Londen op 13 November 1972; of
 - (ii) die vrylating van skadelike stowwe wat ontstaan regstreeks uit die eksplorاسie, eksplotاسie en verbandhoudende verwerking langs die kus van minerale hulpbronne wat op die seebodem aangetref word; of
 - (iii) die vrylating van skadelike stowwe vir doeleindes van wettige wetenskaplike navorsing oor die bekamping of beheer van besoedeling;
- (4) "Skip" 'n vaartuig van watter aard ook al wat in die mariene omgewing gebruik word, en ook skeerbote, lugkussingvaartuie, onderwatervaartuie, drywende vaartuie en vaste of drywende platforms;
- (5) "Administrasie" die Regering van die Staat onder wie se gesag die skip in bedryf is. Ten opsigte van 'n skip wat geregtig is om 'n vlag van 'n Staat te voer, is die Administrasie die Regering van daardie Staat. Ten opsigte van vaste of drywende platforms betrokke by die eksplorاسie en eksplotاسie van die seebodem en sy onderlaag aangrensend aan die kus waaroor die kusstaat soewereine regte vir doeleindes van eksplorاسie en eksplotاسie van die natuurlike hulpbronne daarvan uitoeven, is die Administrasie die Regering van die betrokke kusstaat.
- (6) "Gebeurtenis" 'n voorval wat die uitlating in die see van 'n skadelike stof, of afvloeiels wat so 'n stof bevat, behels of die waarskynlikheid van so 'n uitlating laat ontstaan.
- (7) "Organisasie" die Interstaatlike Maritieme Raadplegende Organisasie.

ARTIKEL 3

Toepassing

- (1) Hierdie Konvensie is van toepassing op:
 - (a) skepe wat daarop geregtig is om die vlag van 'n Party tot die Konvensie te voer; en
 - (b) skepe wat nie geregtig is om die vlag van 'n Party te voer nie, maar wat onder die gesag van 'n Party in bedryf is.
- (2) Niks in hierdie Artikel word uitgelê nie as sou dit afdoen aan die Partye se soewereine regte kragtens die volkereg oor die seebodem en sy onderlaag aangrensend aan hulle kuste vir doeleindes van eksplorاسie en eksplotاسie van hul natuurlike hulpbronne, of sodanige regte sou uitbrei.
- (3) Hierdie Konvensie is nie van toepassing nie op 'n oorlogskip, vloothulpskip of ander skip wat deur 'n Staat besit of in bedryf gehou word, en op 'n bepaalde tydstip slegs vir nie-kommersiële owerheidsdiens gebruik word. Elke Party moet egter by wyse van die aanvaarding van toepaslike maatreëls wat nie die bedrywighede of bedryfsvermoë van sodanige skepe wat deur hulle besit of in bedryf gehou

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Schedule**INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973**

THE PARTIES TO THE CONVENTION,

BEING CONSCIOUS of the need to preserve the human environment in general and the marine environment in particular,

RECOGNIZING that deliberate, negligent or accidental release of oil and other harmful substances from ships constitutes a serious source of pollution,

RECOGNIZING ALSO the importance of the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as being the first multilateral instrument to be concluded with the prime objective of protecting the environment, and appreciating the significant contribution which that Convention has made in preserving the seas and coastal environment from pollution,

DESIRING to achieve the complete elimination of intentional pollution of the marine environment by oil and other harmful substances and the minimization of accidental discharge of such substances,

CONSIDERING that this object may best be achieved by establishing rules not limited to oil pollution having a universal purport,

HAVE AGREED AS FOLLOWS:

ARTICLE 1*General Obligations under the Convention*

- (1) The Parties to the Convention undertake to give effect to the provisions of the present Convention and those Annexes thereto by which they are bound, in order to prevent the pollution of the marine environment by the discharge of harmful substances or effluents containing such substances in contravention of the Convention.
- (2) Unless expressly provided otherwise, a reference to the present Convention constitutes at the same time a reference to its Protocols and to the Annexes.

ARTICLE 2*Definitions*

For the purposes of the present Convention, unless expressly provided otherwise:

- (1) "Regulations" means the Regulations contained in the Annexes to the present Convention.
- (2) "Harmful substance" means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and includes any substance subject to control by the present Convention.
- (3) (a) "Discharge", in relation to harmful substances or effluents containing such substances, means any release howsoever caused from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying;
(b) "Discharge" does not include:
 - (i) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, done at London on 13 November 1972; or
 - (ii) release of harmful substances directly arising from the exploration, exploitation and associated off-shore processing of sea-bed mineral resources; or
 - (iii) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control.
- (4) "Ship" means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, floating craft and fixed or floating platforms.
- (5) "Administration" means the Government of the State under whose authority the ship is operating. With respect to a ship entitled to fly a flag of any State, the Administration is the Government of that State. With respect to fixed or floating platforms engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources, the Administration is the Government of the coastal State concerned.
- (6) "Incident" means an event involving the actual or probable discharge into the sea of a harmful substance, or effluents containing such a substance.
- (7) "Organization" means the Inter-Governmental Maritime Consultative Organization.

ARTICLE 3*Application*

- (1) The present Convention shall apply to:
 - (a) ships entitled to fly the flag of a Party to the Convention; and
 - (b) ships not entitled to fly the flag of a Party but which operate under the authority of a Party.
- (2) Nothing in the present Article shall be construed as derogating from or extending the sovereign rights of the Parties under international law over the sea-bed and subsoil thereof adjacent to their coasts for the purposes of exploration and exploitation of their natural resources.
- (3) The present Convention shall not apply to any warship, naval auxiliary or other ship owned or operated by a State and used, for the time being, only on government non-commercial service. However, each Party shall ensure by the adoption of appropriate measures not impairing the operations or oper-

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word, belemmer nie, verseker dat sodanige skepe optree op 'n wyse wat, sover redelik en doenlik, verenigbaar is met hierdie Konvensie.

ARTIKEL 4

Skending

- (1) Skending van die vereistes van hierdie Konvensie moet verbied word en sanksies moet daarvoor ingestel word ingevolge die wetgewing van die Administrasie van die betrokke skip, waar die skending ook al plaasvind. Indien die Administrasie van so 'n skending in kennis gestel word en oortuig is dat voldoende getuienis beskikbaar is om geregtelike stappe te kan doen met betrekking tot die beweerde skending, moet die Administrasie sodanige stappe so gou moontlik in ooreenstemming met sy regsbepalings laat doen.
- (2) Skending van die vereistes van hierdie Konvensie binne die regsgebied van 'n Party tot die Konvensie moet verbied word en sanksies moet ingevolge die regsbepalings van daardie Party daarvoor ingestel word. Wanneer so skending plaasvind, moet daardie Party:
 - (a) óf geregtelike stappe in ooreenstemming met sy regsbepalings laat doen, óf
 - (b) die inligting en getuienis waaroor hy beskik dat 'n skending plaasgevind het, aan die Administrasie van die skip verstrek.
- (3) Waar inligting of getuienis met betrekking tot 'n skending van hierdie Konvensie deur 'n skip aan die Administrasie van daardie skip verstrek is, moet die Administrasie die Party wat die inligting of getuienis verstrek het, asook die Organisasie, onmiddellik in kennis stel van die stappe wat gedoen is.
- (4) Die strawwe wat ingevolge die wetgewing van 'n Party ooreenkomstig hierdie Artikel gespesifiseer word, moet swaar genoeg wees om as afskrikmiddel teen skendings van hierdie Konvensie te dien en moet ewe swaar wees ongeag waar die skendings plaasvind.

ARTIKEL 5

Sertifikate en Spesiale Reëls betreffende die Inspeksie van Skepe

- (1) Behoudens die bepalinge van paragraaf (2) van hierdie Artikel moet 'n sertifikaat wat op gesag van 'n Party tot die Konvensie ooreenkomstig die bepalinge van die Regulasies uitgereik word, deur die ander Partye aanvaar word en vir alle doeleindes van hierdie Konvensie beskou word as net so geldig as 'n sertifikaat wat deur hulle uitgereik is.
- (2) 'n Skip ten opsigte waarvan daar vereis word dat 'n sertifikaat ooreenkomstig die bepalinge van die Regulasies aan boord gehou word, is, terwyl dit in die hawens of see-eindpunte onder die jurisdiksie van 'n Party is, onderworpe aan inspeksie deur beamptes wat deur daardie Party behoorlik daartoe gemagtig is. Enige sodanige inspeksie moet bloot daarop gemik wees om te bevestig dat daar 'n geldige sertifikaat aan boord is, tensy daar grondige redes bestaan om te glo dat die toestand van die skip of sy uitrusting nie wesenlik ooreenstem met die besonderhede van daardie sertifikaat nie. In daardie geval, of indien die skip nie 'n geldige sertifikaat aan boord het nie, moet die Party wat die inspeksie uitvoer stappe doen wat sal verseker dat die skip-nie vertrek voordat hy gereed is om uit te vaar sonder om onredelike gevaar van skade aan die mariene omgewing te skep nie. Daardie Party kan egter aan so 'n skip toestemming verleen om die hawe of see-eindpunt te verlaat ten einde na die naaste geskikte beskikbare herstelwerf te vaar.
- (3) Indien 'n Party 'n vreemde skip toegang weier tot die hawens of see-eindpunte onder sy jurisdiksie, of stappe teen so 'n skip doen omdat die skip nie aan die bepalinge van hierdie Konvensie voldoen nie, moet die Party die konsul of diplomatieke verteenwoordiger van die Party wie se vlag die skip geregtig is om te voer onverwyld daarvan in kennis stel of, indien dit nie moontlik is nie, die Administrasie van die betrokke skip onverwyld daarvan in kennis stel. Voordat toegang geweier word of sodanige stappe gedoen word, kan die Party oorlegpleging met die Administrasie van die betrokke skip versoek. Inligting moet ook aan die Administrasie verstrek word wanneer 'n skip nie 'n geldige sertifikaat ooreenkomstig die bepalinge van die Regulasies aan boord het nie.
- (4) Ten opsigte van die skepe van nie-partye tot die Konvensie, moet Partye die vereistes van die huidige Konvensie waar nodig toepas ten einde te verseker dat sodanige skepe nie gunstiger behandeling ontvang nie.

ARTIKEL 6

Opsporing van Skendings en Toepassing van die Konvensie

- (1) Partye tot die Konvensie moet saamwerk by die opsporing van skendings en die toepassing van die bepalinge van hierdie Konvensie, met gebruikmaking van alle paslike en doeltreffende opsporings- en omgewingsmoniteermaatreëls en toereikende prosedures vir rapportering en die inwin van getuienis.
- (2) 'n Skip waarop hierdie Konvensie van toepassing is, kan in enige hawe of see-eindpunt van 'n Party deur beamptes wat deur daardie Party aangestel of gemagtig is, geïnspekteer word met die doel om na te gaan of die skip skadelike stowwe strydig met die bepalinge van die Regulasies uitgelaat het. Indien 'n inspeksie 'n skending van die Konvensie aan die lig bring, moet 'n verslag aan die Administrasie gestuur word vir gepaste optrede.
- (3) 'n Party moet aan die Administrasie getuienis, indien daar is, verskaf dat die skip skadelike stowwe of afvloeisels wat sulke stowwe bevat strydig met die bepalinge van die Regulasies uitgelaat het. Indien dit doenlik is, moet die bevoegde owerheid van eersgenoemde Party die Gesagvoerder van die skip van die beweerde skending in kennis stel.
- (4) By ontvangs van sodanige getuienis moet die Administrasie wat aldus ingelig is die saak ondersoek en kan hy die ander party versoek om verdere of beter getuienis omtrent die beweerde skending te verskaf. Indien die Administrasie oortuig is dat voldoende getuienis beskikbaar is om geregtelike stappe ten opsigte van die beweerde skending te kan doen, moet hy so gou moontlik sodanige geregtelike stappe ooreenkomstig sy regsbepalings laat doen. Die Administrasie moet die Party wat die beweerde skending gerapporteer het, asook die Organisasie, onverwyld in kennis stel van die stappe wat gedoen is.
- (5) 'n Party kan ook 'n skip waarop hierdie Konvensie van toepassing is, inspekteer wanneer dit die hawens of see-eindpunte onder sy jurisdiksie binnevaar indien 'n versoek om 'n ondersoek van 'n Party ontvang word, tesame met voldoende getuienis dat die skip skadelike stowwe of afvloeisels wat sulke stowwe bevat iewers uitgelaat het. Die verslag oor sodanige ondersoek moet aan die Party wat die ondersoek aangevra het asook aan die Administrasie gestuur word sodat die toepaslike stappe ingevolge hierdie Konvensie gedoen kan word.

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ational capabilities of such ships owned or operated by it, that such ships act in a manner consistent, so far as is reasonable and practicable, with the present Convention.

ARTICLE 4

Violation

- (1) Any violation of the requirements of the present Convention shall be prohibited and sanctions shall be established therefor under the law of the Administration of the ship concerned wherever the violation occurs. If the Administration is informed of such a violation and is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken as soon as possible, in accordance with its law.
- (2) Any violation of the requirements of the present Convention within the jurisdiction of any Party to the Convention shall be prohibited and sanctions shall be established therefor under the law of that Party. Whenever such a violation occurs, that Party shall either:
 - (a) cause proceedings to be taken in accordance with its law; or
 - (b) furnish to the Administration of the ship such information and evidence as may be in its possession that a violation has occurred.
- (3) Where information or evidence with respect to any violation of the present Convention by a ship is furnished to the Administration of that ship, the Administration shall promptly inform the Party which has furnished the information or evidence, and the Organization, of the action taken.
- (4) The penalties specified under the law of a Party pursuant to the present Article shall be adequate in severity to discourage violations of the present Convention and shall be equally severe irrespective of where the violations occur.

ARTICLE 5

Certificates and Special Rules on Inspection of Ships

- (1) Subject to the provisions of paragraph (2) of the present Article a certificate issued under the authority of a Party to the Convention in accordance with the provisions of the Regulations shall be accepted by the other Parties and regarded for all purposes covered by the present Convention as having the same validity as a certificate issued by them.
- (2) A ship required to hold a certificate in accordance with the provisions of the Regulations is subject, while in the ports or off-shore terminals under the jurisdiction of a Party, to inspection by officers duly authorized by that Party. Any such inspection shall be limited to verifying that there is on board a valid certificate, unless there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of that certificate. In that case, or if the ship does not carry a valid certificate, the Party carrying out the inspection shall take such steps as will ensure that the ship shall not sail until it can proceed to sea without presenting an unreasonable threat of harm to the marine environment. That Party may, however, grant such a ship permission to leave the port or off-shore terminal for the purpose of proceeding to the nearest appropriate repair yard available.
- (3) If a Party denies a foreign ship entry to the ports or off-shore terminals under its jurisdiction or takes any action against such a ship for the reason that the ship does not comply with the provisions of the present Convention, the Party shall immediately inform the consul or diplomatic representative of the Party whose flag the ship is entitled to fly, or if this is not possible, the Administration of the ship concerned. Before denying entry or taking such action the Party may request consultation with the Administration of the ship concerned. Information shall also be given to the Administration when a ship does not carry a valid certificate in accordance with the provisions of the Regulations.
- (4) With respect to the ships of non-parties to the Convention, Parties shall apply the requirements of the present Convention as may be necessary to ensure that no more favourable treatment is given to such ships.

ARTICLE 6

Detection of Violations and Enforcement of the Convention

- (1) Parties to the Convention shall co-operate in the detection of violations and the enforcement of the provisions of the present Convention, using all appropriate and practicable measures of detection and environmental monitoring, adequate procedures for reporting and accumulation of evidence.
- (2) A ship to which the present Convention applies may, in any port or off-shore terminal of a Party, be subject to inspection by officers appointed or authorized by that Party for the purpose of verifying whether the ship has discharged any harmful substances in violation of the provisions of the Regulations. If an inspection indicates a violation of the Convention, a report shall be forwarded to the Administration for any appropriate action.
- (3) Any Party shall furnish to the Administration evidence, if any, that the ship has discharged harmful substances or effluents containing such substances in violation of the provisions of the Regulations. If it is practicable to do so, the competent authority of the former Party shall notify the Master of the ship of the alleged violation.
- (4) Upon receiving such evidence, the Administration so informed shall investigate the matter, and may request the other party to furnish further or better evidence of the alleged contravention. If the Administration is satisfied that sufficient evidence is available to enable proceedings to be brought in respect of the alleged violation, it shall cause such proceedings to be taken in accordance with its law as soon as possible. The Administration shall promptly inform the Party which has reported the alleged violation, as well as the Organization, of the action taken.
- (5) A Party may also inspect a ship to which the present Convention applies when it enters the ports or off-shore terminals under its jurisdiction, if a request for an investigation is received from any Party together with sufficient evidence that the ship has discharged harmful substances or effluents containing such substances in any place. The report of such investigation shall be sent to the Party requesting it and to the Administration so that the appropriate action may be taken under the present Convention.

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ARTIKEL 7

Oormatige Vertraging van Skepe

- (1) Alles wat moontlik is moet gedoen word om te verhoed dat 'n skip oormatig opgehou of vertraag word by die toepassing van Artikel 4, 5 of 6 van hierdie Konvensie.
- (2) 'n Skip wat oormatig opgehou of vertraag is by die toepassing van Artikel 4, 5 of 6 van hierdie Konvensie is geregtig op vergoeding vir enige verlies of skade wat gely is.

ARTIKEL 8

Verslae oor Gebeurtenisse waarby Skadelike Stowwe betrokke is

- (1) 'n Gebeurtenis moet sonder versuim so volledig moontlik gerapporteer word ooreenkomstig die bepalings van Protokol I by hierdie Konvensie.
- (2) Elke Party tot die Konvensie moet:
 - (a) alle nodige reëlins tref vir 'n geskikte beampte of instansie om alle verslae oor gebeurtenisse te ontvang en te behandel; en
 - (b) die Organisasie in kennis stel van die volle besonderhede van sodanige reëlins sodat dit aan ander Partye en Lidstate van die Organisasie omgestuur kan word.
- (3) Wanneer 'n Party 'n verslag ingevolge die bepalings van hierdie Artikel ontvang, moet daardie Party die verslag sonder versuim deurstuur aan—
 - (a) die Administrasie van die betrokke skip; en
 - (b) enige ander staat wat geraak word.
- (4) Elke Party tot die Konvensie onderneem om aan sy maritieme inspeksievaartuie en -vliegtuie en aan ander gepaste dienste instruksies uit te reik om enige gebeurtenis in Protokol I by hierdie Konvensie bedoel, aan sy owerhede te rapporteer. Daardie Party moet, indien hy dit gepas ag, aan die Organisasie en aan enige ander betrokke party dienooreenkomstig rapporteer.

ARTIKEL 9

Ander Verdrae en Vertolking

- (1) Sodra hierdie Konvensie in werking tree, vervang dit die "International Convention for the Prevention of Pollution of the Sea by Oil, 1954", soos gewysig, soos dit tussen Partye tot daardie Konvensie bestaan het.
- (2) Niks in hierdie Konvensie doen afbreuk aan die kodifisering en ontwikkeling van die seereg deur die Verenigde Nasies se Konferensie oor die Seereg belê ingevolge Resolusie 2750 C(XXV) van die Algemene Vergadering van die Verenigde Nasies nie, en ook nie aan die huidige of toekomstige aansprake en regsmenings van 'n Staat betreffende die seereg en die aard en omvang van kus- en vlagstaatjurisdiksie nie.
- (3) Die uitdrukking "jurisdiksie" in hierdie Konvensie moet uitgelê word in die lig van die volkereg wat van krag is op die tydstip waarop hierdie Konvensie toegepas of vertolk word.

ARTIKEL 10

Beslegting van Geskille

'n Geskil tussen twee of meer Partye tot die Konvensie betreffende die vertolking of toepassing van hierdie Konvensie moet, indien beslegting deur middel van onderhandelinge tussen die betrokke Partye nie moontlik is nie, en indien hierdie Partye nie anders ooreenkom nie, op versoek van enige van die Partye vir arbitrasie voorgelê word soos in Protokol II van hierdie Konvensie uiteengesit.

ARTIKEL 11

Oordra van Inligting

- (1) Die Partye by die Konvensie onderneem hulle om die volgende aan die Organisasie oor te dra:
 - (a) Die teks van wette, orders, dekrete en regulasies en ander dokumente wat in verband met die verskillende aangeleenthede binne die bestek van hierdie Konvensie uitgevaardig is;
 - (b) 'n lys van nie-regeringsinstansies wat gemagtig is om namens hulle op te tree in aangeleenthede rakende die ontwerp, bou en uitrusting van skepe wat skadelike stowwe vervoer ooreenkomstig die bepalings van die Regulasies;
 - (c) 'n voldoende aantal eksemplare van hul sertifikate uitgereik kragtens die bepalings van die Regulasies;
 - (d) 'n lys van ontvangsfasiliteite, asook hulle ligging, kapasiteit en beskikbare fasiliteite en ander eienskappe;
 - (e) amptelike verslae of opsommings van amptelike verslae vir sover hulle die resultate van die toepassing van hierdie Konvensie toon; en
 - (f) 'n jaarlikse statistiese verslag, in 'n vorm wat deur die Organisasie gestandaardiseer is, van strawwe wat inderdaad opgelê is vir die skending van hierdie Konvensie.
- (2) Die Organisasie moet Partye in kennis stel van die ontvangs van stukke wat aan hom verstrekk is ooreenkomstig hierdie Artikel en moet enige inligting wat kragtens subparagrafe (1) (b) tot (f) van hierdie Artikel aan hom verstrekk is, aan alle Partye omstuur.

ARTIKEL 12

Gevalle van skade aan skepe

- (1) Elke Administrasie onderneem om ondersoek in te stel na elke geval van skade aan skepe van hom waarop die bepalings van die Regulasies van toepassing is indien sodanige skade 'n aansienlike nadelige uitwerking op die mariene omgewing gehad het.
- (2) Elke Party tot die Konvensie onderneem om aan die Organisasie inligting omtrent die bevindings van sodanige ondersoek te verstrek wanneer sodanige inligting na sy oordeel daartoe kan bydra om vas te stel watter wysigings aan hierdie Konvensie wenslik mag wees.

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ARTICLE 7

Undue Delay to Ships

- (1) All possible efforts shall be made to avoid a ship being unduly detained or delayed under Article 4, 5 or 6 of the present Convention.
- (2) When a ship is unduly detained or delayed under Article 4, 5 or 6 of the present Convention, it shall be entitled to compensation for any loss or damage suffered.

ARTICLE 8

Reports on Incidents Involving Harmful Substances

- (1) A report of an incident shall be made without delay to the fullest extent possible in accordance with the provisions of Protocol I to the present Convention.
- (2) Each Party to the Convention shall:
 - (a) make all arrangements necessary for an appropriate officer or agency to receive and process all reports on incidents; and
 - (b) notify the Organization with complete details of such arrangements for circulation to other Parties and Member States of the Organization.
- (3) Whenever a Party receives a report under the provisions of the present Article, that Party shall relay the report without delay to:
 - (a) the Administration of the ship involved; and
 - (b) any other State which may be affected.
- (4) Each Party to the Convention undertakes to issue instructions to its maritime inspection vessels and aircraft and to other appropriate services, to report to its authorities any incident referred to in Protocol I to the present Convention. That Party shall, if it considers it appropriate, report accordingly to the Organization and to any other party concerned.

ARTICLE 9

Other Treaties and Interpretation

- (1) Upon its entry into force, the present Convention supersedes the International Convention for the Prevention of Pollution of the Sea by Oil, 1954, as amended, as between Parties to that Convention.
- (2) Nothing in the present Convention shall prejudice the codification and development of the law of the sea by the United Nations Conference on the Law of the Sea convened pursuant to Resolution 2750 C(XXV) of the General Assembly of the United Nations nor the present or future claims and legal views of any State concerning the law of the sea and the nature and extent of coastal and flag State jurisdiction.
- (3) The term "jurisdiction" in the present Convention shall be construed in the light of international law in force at the time of application or interpretation of the present Convention.

ARTICLE 10

Settlement of Disputes

Any dispute between two or more Parties to the Convention concerning the interpretation or application of the present Convention shall, if settlement by negotiation between the Parties involved has not been possible, and if these Parties do not otherwise agree, be submitted upon request of any of them to arbitration as set out in Protocol II to the present Convention.

ARTICLE 11

Communication of Information

- (1) The Parties to the Convention undertake to communicate to the Organization:
 - (a) the text of laws, orders, decrees and regulations and other instruments which have been promulgated on the various matters within the scope of the present Convention;
 - (b) a list of non-governmental agencies which are authorized to act on their behalf in matters relating to the design, construction and equipment of ships carrying harmful substances in accordance with the provisions of the Regulations;
 - (c) a sufficient number of specimens of their certificates issued under the provisions of the Regulations;
 - (d) a list of reception facilities including their location, capacity and available facilities and other characteristics;
 - (e) official reports or summaries of official reports in so far as they show the results of the application of the present Convention; and
 - (f) an annual statistical report, in a form standardized by the Organization, of penalties actually imposed for infringement of the present Convention.
- (2) The Organization shall notify Parties of the receipt of any communications under the present Article and circulate to all Parties any information communicated to it under sub-paragraphs (1) (b) to (f) of the present Article.

ARTICLE 12

Casualties to Ships

- (1) Each Administration undertakes to conduct an investigation of any casualty occurring to any of its ships subject to the provisions of the Regulations if such casualty has produced a major deleterious effect upon the marine environment.
- (2) Each Party to the Convention undertakes to supply the Convention with information concerning the findings of such investigation, when it judges that such information may assist in determining what changes in the present Convention might be desirable.

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ARTIKEL 13

Ondertekening, Bekragtiging, Aanvaarding, Goedkeuring en Toetrede

- (1) Hierdie Konvensie bly vanaf 15 Januarie 1974 tot 31 Desember 1974 by die Organisasie se Hoofkwartier oop vir ondertekening, en bly daarna oop vir toetrede daartoe. State kan Partye by hierdie Konvensie word deur:
 - (a) ondertekening sonder voorbehoud wat bekragtiging, aanvaarding of goedkeuring betref; of
 - (b) ondertekening onderworpe aan bekragtiging, aanvaarding of goedkeuring, gevolg deur bekragtiging, aanvaarding of goedkeuring; of
 - (c) toetrede.
- (2) Bekragtiging, aanvaarding, goedkeuring of toetrede geskied deur die inhandiging van 'n bewysstuk met daardie strekking by die Sekretaris-generaal van die Organisasie.
- (3) Die Sekretaris-generaal van die Organisasie moet al die State wat hierdie Konvensie onderteken het of daartoe toegetree het, in kennis stel van enige ondertekening of van die inhandiging van enige nuwe bewysstuk van bekragtiging, aanvaarding, goedkeuring of toetrede en die datum van sodanige inhandiging.

ARTIKEL 14

Opsionele Aanhangsels

- (1) 'n Staat kan ten tyde van die ondertekening, bekragtiging, aanvaarding of goedkeuring van of toetrede tot hierdie Konvensie verklaar dat hy die een of ander van Aanhangsels III, IV en V of al drie daardie Aanhangsels (hieronder "Opsionele Aanhangsels" genoem) van hierdie Konvensie nie aanvaar nie. Behoudens bogenoemde, is Partye tot die Konvensie aan 'n Aanhangel in sy geheel gebonde.
- (2) 'n Staat wat verklaar het dat hy nie aan 'n Opsionele Aanhangel gebonde is nie, kan te eniger tyd sodanige aanhangel aanvaar deur 'n bewysstuk van die soort bedoel in Artikel 13 (2) by die Organisasie in te handig.
- (3) 'n Staat wat 'n verklaring met betrekking tot 'n Opsionele Aanhangel afgelê het kragtens paragraaf (1) van hierdie Artikel, en wat nie daarna daardie Aanhangel aanvaar het ooreenkomstig paragraaf (2) van hierdie Artikel nie, staan onder geen verpligting nie en is ook nie geregtig om op enige voorregte kragtens hierdie Konvensie aanspraak te maak met betrekking tot aangeleenthede wat verband hou met sodanige Aanhangel nie, en alle verwysings na Partye in hierdie Konvensie sluit nie daardie Staat in vir sover dit aangeleenthede betref wat met sodanige aanhangel verband hou nie.
- (4) Die Organisasie moet die State wat hierdie Konvensie onderteken het of daartoe toegetree het, in kennis stel van enige verklaring kragtens hierdie Artikel asook van die ontvangs van enige bewysstuk wat ooreenkomstig die bepalings van paragraaf (2) van hierdie Artikel ingehandig is.

ARTIKEL 15

Inwerkingtreding

- (1) Hierdie Konvensie tree in werking 12 maande na die datum waarop nie minder nie as 15 State wie se gesamentlike handelsvloete nie minder nie as 50 persent van die bruto tonnemaat van die wêreld se handelskeepvaart uitmaak, Partye daartoe ooreenkomstig Artikel 13 geword het.
- (2) 'n Opsionele Aanhangel tree in werking 12 maande na die datum waarop daar aan die voorwaardes gestipuleer in paragraaf (1) van hierdie Artikel voldoen is met betrekking tot daardie Aanhangel.
- (3) Die Organisasie moet die State wat hierdie Konvensie onderteken het of daartoe toegetree het, in kennis stel van die datum waarop dit in werking tree en van die datum waarop 'n Opsionele Aanhangel ooreenkomstig paragraaf (2) van hierdie Artikel in werking tree.
- (4) Vir State wat 'n bewysstuk van bekragtiging, aanvaarding, goedkeuring of toetrede ingehandig het ten opsigte van hierdie Konvensie of 'n Opsionele Aanhangel nadat daar voldoen is aan die vereistes vir die inwerkingtreding daarvan maar voor die datum van inwerkingtreding, word die bekragtiging, aanvaarding, goedkeuring of toetrede van krag op die datum van inwerkingtreding van die Konvensie of sodanige Aanhangel, of drie maande na die datum van inhandiging van die bewysstuk, watter datum ook al die laatste is.
- (5) Vir State wat 'n bewysstuk van bekragtiging, aanvaarding, goedkeuring of toetrede ingehandig het na die datum waarop die Konvensie of 'n Opsionele Aanhangel in werking getree het, word die Konvensie of die Opsionele Aanhangel van krag drie maande na die datum van inhandiging van die bewysstuk.
- (6) Na die datum waarop daar aan al die voorwaardes kragtens Artikel 16 vereis vir die inwerkingstelling van 'n wysiging aan hierdie Konvensie of 'n Opsionele Aanhangel voldoen is, is enige bewysstuk van bekragtiging, aanvaarding, goedkeuring of toetrede wat ingehandig word van toepassing op die Konvensie of Aanhangel soos gewysig.

ARTIKEL 16

Wysigings

- (1) Hierdie Konvensie kan gewysig word deur middel van enige van die prosedures in die volgende paragrafe gespesifiseer.
- (2) Wysigings ná oorweging deur die Organisasie:
 - (a) 'n wysiging voorgestel deur 'n Party tot die Konvensie moet aan die Organisasie voorgelê word en minstens ses maande voor die oorweging daarvan deur die Sekretaris-generaal van die Organisasie aan al die Lede van die Organisasie en aan alle Partye omgestuur word;
 - (b) 'n wysiging wat aldus voorgestel en omgestuur is, moet deur die Organisasie aan 'n gepaste liggaam ter oorweging voorgelê word;
 - (c) Partye tot die Konvensie, hetsy lede van die Organisasie al dan nie, is geregtig daarop om aan die verrigtinge van die gepaste liggaam deel te neem;
 - (d) wysigings word aangeneem deur 'n twee-derde-meerderheid van slegs die Partye tot die Konvensie wat teenwoordig is en stem;

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ARTICLE 13

Signature, Ratification, Acceptance, Approval and Accession

- (1) The present Convention shall remain open for signature at the Headquarters of the Organization from 15 January 1974 until 31 December 1974 and shall thereafter remain open for accession. States may become Parties to the present Convention by:
 - (a) signature without reservation as to ratification, acceptance or approval; or
 - (b) signature subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
 - (c) accession.
- (2) Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.
- (3) The Secretary-General of the Organization shall inform all States which have signed the present Convention or acceded to it of any signature or of the deposit of any new instrument of ratification, acceptance, approval or accession and the date of its deposit.

ARTICLE 14

Optional Annexes

- (1) A State may at the time of signing, ratifying, accepting, approving or acceding to the present Convention declare that it does not accept any one or all of Annexes III, IV and V (hereinafter referred to as "Optional Annexes") of the present Convention. Subject to the above, Parties to the Convention shall be bound by any Annex in its entirety.
- (2) A State which has declared that it is not bound by an Optional Annex may at any time accept such Annex by depositing with the Organization an instrument of the kind referred to in Article 13 (2).
- (3) A State which makes a declaration under paragraph (1) of the present Article in respect of an Optional Annex and which has not subsequently accepted that Annex in accordance with paragraph (2) of the present Article shall not be under any obligation nor entitled to claim any privileges under the present Convention in respect of matters related to such Annex and all references to Parties in the present Convention shall not include that State in so far as matters related to such Annex are concerned.
- (4) The Organization shall inform the States which have signed or acceded to the present Convention of any declaration under the present Article as well as the receipt of any instrument deposited in accordance with the provisions of paragraph (2) of the present Article.

ARTICLE 15

Entry into Force

- (1) The present Convention shall enter into force twelve months after the date on which not less than 15 States, the combined merchant fleets of which constitute not less than fifty per cent of the gross tonnage of the world's merchant shipping, have become parties to it in accordance with Article 13.
- (2) An Optional Annex shall enter into force twelve months after the date on which the conditions stipulated in paragraph (1) of the present Article have been satisfied in relation to that Annex.
- (3) The Organization shall inform the States which have signed the present Convention or acceded to it of the date on which it enters into force and of the date on which an Optional Annex enters into force in accordance with paragraph (2) of the present Article.
- (4) For States which have deposited an instrument of ratification, acceptance, approval or accession in respect of the present Convention or any Optional Annex after the requirements for entry into force thereof have been met but prior to the date of entry into force, the ratification, acceptance, approval or accession shall take effect on the date of entry into force of the Convention or such Annex or three months after the date of deposit of the instrument whichever is the later date.
- (5) For States which have deposited an instrument of ratification, acceptance, approval or accession after the date on which the Convention or an Optional Annex entered into force, the Convention or the Optional Annex shall become effective three months after the date of deposit of the instrument.
- (6) After the date on which all the conditions required under Article 16 to bring an amendment to the present Convention or an Optional Annex into force have been fulfilled, any instrument of ratification, acceptance, approval or accession deposited shall apply to the Convention or Annex as amended.

ARTICLE 16

Amendments

- (1) The present Convention may be amended by any of the procedures specified in the following paragraphs.
- (2) Amendments after consideration by the Organization:
 - (a) any amendment proposed by a Party to the Convention shall be submitted to the Organization and circulated by its Secretary-General to all Members of the Organization and all Parties at least six months prior to its consideration;
 - (b) any amendment proposed and circulated as above shall be submitted to an appropriate body by the Organization for consideration;
 - (c) Parties to the Convention, whether or not Members of the Organization, shall be entitled to participate in the proceedings of the appropriate body;
 - (d) amendments shall be adopted by a two-thirds majority of only the Parties to the Convention present and voting;

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- (e) indien wysigings aangeneem is ooreenkomstig bogenoemde subparagraaf (d), moet hulle deur die Sekretaris-generaal van die Organisasie aan al die Partye tot die Konvensie vir aanvaarding bekend gemaak word;
- (f) 'n wysiging word geag aanvaar te wees in die volgende omstandighede:
- (i) 'n wysiging aan 'n Artikel van die Konvensie word geag aanvaar te wees op die datum waarop dit aanvaar word deur twee-derdes van die Partye wie se gesamentlike handelsvloete nie minder nie as 50 persent van die bruto tonnemaat van die wêreld se handelsvloot uitmaak;
 - (ii) 'n wysiging aan 'n Aanhangsel by die Konvensie word geag aanvaar te wees ooreenkomstig die prosedure gespesifiseer in subparagraaf (f) (iii) tensy die gepaste liggaam, ten tyde van die aanname daarvan, bepaal dat die wysiging geag word aanvaar te wees op die datum waarop dit aanvaar word deur twee-derdes van die Partye wie se gesamentlike handelsvloete nie minder nie as 50 persent van die bruto tonnemaat van die wêreld se handelsvloot uitmaak. 'n Party kan nietemin op enige tydstop voor die inwerkingtreding van 'n wysiging aan 'n Aanhangsel by die Konvensie, die Sekretaris-generaal van die Organisasie in kennis stel dat die Organisasie se uitdruklike goedkeuring nodig is voordat die wysiging vir hom in werking tree. Laasgenoemde moet sodanige kennisgewing en die datum van die ontvangs daarvan onder die aandag van die Partye bring;
 - (iii) 'n wysiging aan 'n Byvoegsel by 'n Aanhangsel by die Konvensie word geag aanvaar te wees aan die einde van 'n tydperk wat deur die betrokke liggaam bepaal moet word ten tyde van die aanname daarvan, welke tydperk minstens 10 maande moet wees, tensy 'n beswaar binne daardie tydperk by die Organisasie aangemeld word deur minstens een-derde van die Partye of deur die Partye wie se gesamentlike handelsvloete nie minder nie as 50 persent van die bruto tonnemaat van die wêreld se handelsvloot uitmaak, welke voorwaarde ook al vervul word;
 - (iv) 'n wysiging aan Protokol I van die Konvensie is onderworpe aan dieselfde prosedures as dié vir die wysigings aan die Aanhangsels by die Konvensie, waarvoor in subparagraaf (f) (ii) of (f) (iii) hierbo voorsiening gemaak is;
 - (v) 'n wysiging aan Protokol II by die Konvensie is onderworpe aan dieselfde prosedures as dié vir die wysigings aan 'n Artikel van die Konvensie, waarvoor in subparagraaf (f) (i) hierbo voorsiening gemaak is;
- (g) die wysiging word op die volgende voorwaardes van krag:
- (i) in die geval van 'n wysiging aan 'n Artikel van die Konvensie, aan Protokol II, of aan Protokol I of aan 'n Aanhangsel by die Konvensie wat nie geskied kragtens die prosedure in subparagraaf (f) (iii) gespesifiseer nie, word die wysiging wat ooreenkomstig voormelde bepalings aanvaar is, ses maande na die datum van aanvaarding daarvan van krag met betrekking tot die Partye wat verklaar het dat hulle dit aanvaar het;
 - (ii) in die geval van 'n wysiging aan Protokol I, aan 'n Byvoegsel by 'n Aanhangsel of aan 'n Aanhangsel by die Konvensie wat geskied kragtens die prosedure in subparagraaf (f) (iii) gespesifiseer word die wysiging, wat geag word aanvaar te wees ooreenkomstig voormelde bepalings, ses maande nadat dit aanvaar is van krag vir al die Partye met uitsondering van dié wat voor daardie datum 'n verklaring afgelê het dat hulle dit nie aanvaar nie of kragtens subparagraaf (f) (ii) 'n verklaring afgelê het dat hulle uitdruklike goedkeuring nodig is.
- (3) Wysiging deur 'n Konferensie:
- (a) Op versoek van 'n Party, waarmee minstens een-derde van die Partye akkoord gaan, moet die Organisasie 'n Konferensie van Partye tot die Konvensie belê om wysigings aan die bestaande Konvensie te oorweeg.
 - (b) Elke wysiging wat by sodanige Konferensie aangeneem word deur 'n twee-derde-meerderheid van die Partye wat teenwoordig is en stem, moet deur die Sekretaris-generaal van die Organisasie vir hul aanvaarding aan alle Partye bekend gemaak word.
 - (c) Tensy die Konferensie anders besluit, word die wysiging geag aanvaar te wees en van krag te geword het ooreenkomstig die prosedures vir daardie doel in paragraaf (2) (f) en (g) gespesifiseer.
 - (4) (a) In die geval van 'n wysiging aan 'n Opsionele Aanhangsel word 'n verwysing in hierdie Artikel na 'n "Party tot die Konvensie" geag 'n verwysing te wees na 'n Party wat aan daardie Aanhangsel gebonde is.
 - (b) 'n Party wat geweier het om 'n wysiging aan 'n Aanhangsel te aanvaar, word slegs vir die doel van toepassing van daardie wysiging as 'n nie-Party behandel.
 - (5) Die aanname en inwerkingtreding van 'n nuwe Aanhangsel is onderworpe aan dieselfde prosedures as dié vir die aanvaarding en inwerkingtreding van 'n wysiging aan 'n Artikel van die Konvensie.
 - (6) Tensy daar uitdruklik anders bepaal word, is enige wysiging aan hierdie Konvensie wat kragtens hierdie Artikel met betrekking tot die bou van 'n skip aangebring is, slegs van toepassing op skepe waarvoor 'n boukontrak gesluit word of, by ontstentenis van 'n boukontrak, op skepe waarvan die kiel gelê word op of na die datum waarop die wysiging van krag word.
 - (7) 'n Wysiging aan 'n Protokol of aan 'n Aanhangsel moet betrekking hê op die substansie van daardie Protokol of Aanhangsel en moet bestaanbaar wees met die Artikels van hierdie Konvensie.
 - (8) Die Sekretaris-generaal van die Organisasie moet alle Partye inlig aangaande enige wysigings wat ingevolge hierdie Artikel van krag word, tesame met die datum waarop elke sodanige wysiging van krag word.
 - (9) Enige verklaring van aanvaarding van of beswaar teen 'n wysiging kragtens hierdie Artikel moet skriftelik meegedeel word aan die Sekretaris-generaal van die Organisasie. Laasgenoemde moet die Partye tot die Konvensie in kennis stel van sodanige meedeling asook van die ontvangsdatum daarvan.

ARTIKEL 17

Bevordering van Tegniese Samewerking

Die Partye tot die Konvensie moet met die instemming van die Organisasie en ander internasionale liggame, met die hulp van en deur bemiddeling van die Uitvoerende Direkteur van die Verenigde Nasies se Omgewingsprogram, ondersteuning bevorder vir daardie Partye wat tegniese bystand vra vir:

- (a) die opleiding van wetenskaplike en tegniese personeel;

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- (e) if adopted in accordance with sub-paragraph (d) above, amendments shall be communicated by the Secretary-General of the Organization to all the Parties to the Convention for acceptance;
- (f) an amendment shall be deemed to have been accepted in the following circumstances:
 - (i) an amendment to an Article of the Convention shall be deemed to have been accepted on the date on which it is accepted by two-thirds of the Parties, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet;
 - (ii) an amendment to an Annex to the Convention shall be deemed to have been accepted in accordance with the procedure specified in sub-paragraph (f) (iii) unless the appropriate body, at the time of its adoption, determines that the amendment shall be deemed to have been accepted on the date on which it is accepted by two-thirds of the Parties, the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet. Nevertheless, at any time before the entry into force of an amendment to an Annex to the Convention, a Party may notify the Secretary-General of the Organization that its express approval will be necessary before the amendment enters into force for it. The latter shall bring such notification and the date of its receipt to the notice of Parties;
 - (iii) an amendment to an Appendix to an Annex to the Convention shall be deemed to have been accepted at the end of a period to be determined by the appropriate body at the time of its adoption, which period shall be not less than ten months, unless within that period an objection is communicated to the Organization by not less than one-third of the Parties or by the parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet whichever condition is fulfilled;
 - (iv) an amendment to Protocol I to the Convention shall be subject to the same procedures as for the amendments to the Annexes to the Convention, as provided for in sub-paragraphs (f) (ii) or (f) (iii) above;
 - (v) an amendment to Protocol II to the Convention shall be subject to the same procedures as for the amendments to an Article of the Convention, as provided for in sub-paragraph (f) (i) above;
- (g) the amendment shall enter into force under the following conditions:
 - (i) in the case of an amendment to an Article of the Convention, to Protocol II, or to Protocol I or to an Annex to the Convention not under the procedure specified in sub-paragraph (f) (iii), the amendment accepted in conformity with the foregoing provisions shall enter into force six months after the date of its acceptance with respect to the Parties which have declared that they have accepted it;
 - (ii) in the case of an amendment to Protocol I, to an Appendix to an Annex or to an Annex to the Convention under the procedure specified in sub-paragraph (f) (iii), the amendment deemed to have been accepted in accordance with the foregoing conditions shall enter into force six months after its acceptance for all the Parties with the exception of those which, before that date, have made a declaration that they do not accept it or a declaration under sub-paragraph (f) (ii), that their express approval is necessary.
- (3) Amendment by a Conference:
 - (a) Upon the request of a Party, concurred in by at least one-third of the Parties, the Organization shall convene a Conference of Parties to the Convention to consider amendments to the present Convention.
 - (b) Every amendment adopted by such a Conference by a two-thirds majority of those present and voting of the Parties shall be communicated by the Secretary-General of the Organization to all Contracting Parties for their acceptance.
 - (c) Unless the Conference decides otherwise, the amendment shall be deemed to have been accepted and to have entered into force in accordance with the procedures specified for that purpose in paragraph (2) (f) and (g) above.
- (4) (a) In the case of an amendment to an Optional Annex, a reference in the present Article to a "Party to the Convention" shall be deemed to mean a reference to a Party bound by that Annex.
- (b) Any Party which has declined to accept an amendment to an Annex shall be treated as a non-Party only for the purpose of application of that Amendment.
- (5) The adoption and entry into force of a new Annex shall be subject to the same procedures as for the adoption and entry into force of an amendment to an Article of the Convention.
- (6) Unless expressly provided otherwise, any amendment to the present Convention made under this Article, which relates to the structure of a ship, shall apply only to ships for which the building contract is placed, or in the absence of a building contract, the keel of which is laid, on or after the date on which the amendment comes into force.
- (7) Any amendment to a Protocol or to an Annex shall relate to the substance of that Protocol or Annex and shall be consistent with the Articles of the present Convention.
- (8) The Secretary-General of the Organization shall inform all Parties of any amendments which enter into force under the present Article, together with the date on which each such amendment enters into force.
- (9) Any declaration of acceptance or of objection to an amendment under the present Article shall be notified in writing to the Secretary-General of the Organization. The latter shall bring such notification and the date of its receipt to the notice of the Parties to the Convention.

ARTICLE 17

Promotion of Technical Co-operation

The Parties to the Convention shall promote, in consultation with the Organization and other international bodies, with assistance and co-ordination by the Executive Director of the United Nations Environment Programme, support for those Parties which request technical assistance for:

- (a) the training of scientific and technical personnel;

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- (b) die voorsiening van noodsaaklike uitrusting en fasiliteite vir ontvangs en monitering;
 - (c) die vergemakliking van ander maatreëls en reëlins om besoedeling van die mariene omgewing deur skepe te voorkom of te verminder; en
 - (d) die aansporing van navorsing,
- verkieslik in die betrokke lande, om sodoende die doelwitte en oogmerke van hierdie Konvensie te bevorder.

ARTIKEL 18*Opsegging*

- (1) Hierdie Konvensie of 'n Opsionele Aanhangsel kan deur 'n Party tot die Konvensie opgesê word te eniger tyd na verstryking van 5 jaar vanaf die datum waarop die Konvensie of sodanige Aanhangsel vir daardie Party in werking tree.
- (2) Opsegging moet geskied deur skriftelike kennisgewing aan die Sekretaris-generaal van die Organisasie, wat al die ander Partye in kennis moet stel van enige sodanige kennisgewing wat ontvang is en van die ontvangsdatum daarvan asook van die datum waarop sodanige opsegging van krag word.
- (3) 'n Opsegging word van krag 12 maande na ontvangs van die opseggingskennisgewing deur die Sekretaris-generaal van die Organisasie, of na verloop van 'n ander langer tydperk wat in die kennisgewing aangedui word.

ARTIKEL 19*Inhandiging en Registrasie*

- (1) Hierdie Konvensie moet ingehandig word by die Sekretaris-generaal van die Organisasie, wat eensluitend gewaarmerkte afskrifte daarvan moet stuur aan alle State wat hierdie Konvensie onderteken het of daartoe toegetree het.
- (2) Sodra hierdie Konvensie in werking tree, moet die Sekretaris-generaal van die Organisasie die teks daarvan deurstuur aan die Sekretaris-generaal van die Verenigde Nasies vir registrasie en publikasie ooreenkomstig Artikel 102 van die Handves van die Verenigde Nasies.

ARTIKEL 20*Tale*

Hierdie Konvensie is as 'n enkele eksemplaar opgestel in die Engelse, Franse, Russiese en Spaanse tale, al die tekste synde ewe outentiek. Amptelike vertalings moet in die Arabiese, Duitse, Italiaanse en Japanse tale opgestel en saam met die oorspronklike ingehandig word.

As BEWYS WAARVAN die ondergetekendes, behoorlik daartoe gemagtig deur hulle onderskeie Regerings, hierdie Konvensie onderteken het.

GEDOEN TE LONDEN op hierdie tweede dag van November, eenduisend negehonderd drie-en-sewentig.

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- (b) the supply of necessary equipment and facilities for reception and monitoring;
 - (c) the facilitation of other measures and arrangements to prevent or mitigate pollution of the marine environment by ships; and
 - (d) the encouragement of research;
- preferably within the countries concerned, so furthering the aims and purposes of the present Convention.

ARTICLE 18

Denunciation

- (1) The present Convention or any Optional Annex may be denounced by any Parties to the Convention at any time after the expiry of five years from the date on which the Convention or such Annex enters into force for that Party.
- (2) Denunciation shall be effected by notification in writing to the Secretary-General of the Organization who shall inform all the other Parties of any such notification received and of the date of its receipt as well as the date on which such denunciation takes effect.
- (3) A denunciation shall take effect twelve months after receipt of the notification of denunciation by the Secretary-General of the Organization or after the expiry of any other longer period which may be indicated in the notification.

ARTICLE 19

Deposit and Registration

- (1) The present Convention shall be deposited with the Secretary-General of the Organization who shall transmit certified true copies thereof to all States which have signed the present Convention or acceded to it.
- (2) As soon as the present Convention enters into force, the text shall be transmitted by the Secretary-General of the Organization to the Secretary-General of the United Nations for registration and publication, in accordance with Article 102 of the Charter of the United Nations.

ARTICLE 20

Languages

The present Convention is established in a single copy in the English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German, Italian and Japanese languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Convention.

DONE AT LONDON this second day of November, one thousand nine hundred and seventy-three.

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PROTOKOL I

BEPALINGS BETREFFENDE VERSLAE OOR GEBEURTENISSE WAARBY SKADELIKE STOWWE
BETROKKE IS
(ooreenkomstig Artikel 8 van die Konvensie)

ARTIKEL I

Plig om te Rapporteer

- (1) Die Gesagvoerder van 'n skip wat betrokke is by 'n gebeurtenis in Artikel III van hierdie Protokol bedoel, of ander persoon in beheer van die skip, moet die besonderhede van sodanige gebeurtenis sonder versuim en so volledig moontlik ooreenkomstig die bepalings van hierdie Protokol rapporteer.
- (2) Ingeval die skip in paragraaf (1) van hierdie Artikel bedoel, verlaat word, of ingeval 'n verslag oor sodanige skip onvolledig of onbekombaar is, moet die eienaar, bevrachter, bestuurder of bediener van die skip, of hulle agente, die verpligtinge wat kragtens die bepalings van hierdie Protokol aan die Gesagvoerder opgelê word, in die hoogste mate moontlik aanvaar.

ARTIKEL II

Metodes van Rapportering

- (1) Elke verslag moet waar moontlik per radio gelewer word, maar in elk geval deur middel van die veiligste verbindingsmiddele beskikbaar op die tydstip waarop die verslag gelewer word. Verslae wat per radio gelewer word, moet die hoogs moontlike prioriteit geniet.
- (2) Verslae moet gerig word aan die gepaste beampste of instansie bedoel in paragraaf (2) (a) van Artikel 8 van die Konvensie.

ARTIKEL III

Wanneer Verslae gelewer moet word

Die verslag moet gelewer word wanneer 'n gebeurtenis betrekking het op:

- (a) 'n uitlating, uitgesonderd 'n uitlating wat kragtens hierdie Konvensie toegelaat word; or
- (b) 'n uitlating wat kragtens hierdie Konvensie toegelaat word uit hoofde van die feit dat—
 - (i) dit ten doel het om die veiligheid van 'n skip te verseker of menselewens ter see te red; of
 - (ii) dit die gevolg is van skade aan die skip of sy uitrusting; of
- (c) 'n uitlating van 'n skadelike stof met die doel om 'n bepaalde besoedelingsgebeurtenis te bekamp of om wettige wetenskaplike navorsing oor die vermindering of beheer van besoedeling te doen; of
- (d) die waarskynlikheid van 'n uitlating bedoel in subparagraaf (a), (b) of (c) van hierdie Artikel.

ARTIKEL IV

Inhoud van Verslag

- (1) Elke verslag moet in die algemeen die volgende bevat:
 - (a) die identiteit van die skip;
 - (b) die tydstip en datum waarop die gebeurtenis plaasgevind het;
 - (c) die geografiese posisie van die skip ten tyde van die gebeurtenis;
 - (d) die heersende wind- en seetoestande ten tyde van die gebeurtenis; en
 - (e) tersaaklike besonderhede met betrekking tot die toestand van die skip.
- (2) Elke verslag moet in die besonder die volgende bevat:
 - (a) 'n duidelike aanduiding of beskrywing van die betrokke skadelike stowwe en, indien moontlik, ook die korrekte tegniese name van sodanige stowwe (handelsname moet nie in die plek van die korrekte tegniese name gebruik word nie);
 - (b) 'n staat of raming van die hoeveelhede, konsentrasies en waarskynlike toestande van skadelike stowwe wat in die see uitgelaat is of waarskynlik uitgelaat sal word;
 - (c) waar ter sake 'n beskrywing van die verpakking en identifikasiemerke; en
 - (d) indien moontlik, die naam van die versender, geadresseerde of vervaardiger.
- (3) In elke verslag moet duidelik aangedui word of die skadelike stof wat uitgelaat is of waarskynlik uitgelaat sal word, olie, 'n giftige vloeistof, 'n giftige vaste stof of 'n giftige gas is en of sodanige stof in los maat vervoer is of word of in verpakte vorm, vraghouders, verplaasbare tenks, of pad- of spoortenkwaens.
- (4) Elke verslag moet, wanneer nodig, aangevul word met enige ander tersaaklike inligting wat deur die ontvanger van die verslag aangevra word of wat die persoon wat die verslag lewer, geskik ag.

ARTIKEL V

Aanvullende Verslag

'n Persoon wat ingevolge die bepalings van hierdie Protokol verplig is om 'n verslag te lewer, moet wanneer moontlik:

- (a) die aanvanklike verslag, waar nodig, aanvul met inligting betreffende verdere ontwikkelings; en
- (b) so volledig moontlik voldoen aan versoeke van betrokke State om bykomende inligting betreffende die gebeurtenis.

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PROTOCOL 1

PROVISIONS CONCERNING REPORTS ON INCIDENTS INVOLVING HARMFUL SUBSTANCES
(in accordance with Article 8 of the Convention)

ARTICLE I

Duty to Report

- (1) The Master of a ship involved in an incident referred to in Article III of this Protocol, or other person having charge of the ship, shall report the particulars of such incident without delay and to the fullest extent possible in accordance with the provisions of this Protocol.
- (2) In the event of the ship referred to in paragraph (1) of the present Article being abandoned, or in the event of a report from such ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agents shall, to the fullest extent possible assume the obligations placed upon the Master under the provisions of this Protocol.

ARTICLE II

Methods of Reporting

- (1) Each report shall be made by radio whenever possible, but in any case by the fastest channels available at the time the report is made. Reports made by radio shall be given the highest possible priority.
- (2) Reports shall be directed to the appropriate officer or agency specified in paragraph (2) (a) of Article 8 of the Convention.

ARTICLE III

When to make Reports

The report shall be made whenever an incident involves:

- (a) a discharge other than as permitted under the present Convention; or
- (b) a discharge permitted under the present Convention by virtue of the fact that:
 - (i) it is for the purpose of securing the safety of a ship or saving life at sea; or
 - (ii) it results from damage to the ship or its equipment; or
- (c) a discharge of a harmful substance for the purpose of combating a specific pollution incident or for purposes of legitimate scientific research into pollution abatement or control; or
- (d) the probability of a discharge referred to in sub-paragraphs (a), (b) or (c) of this Article.

ARTICLE IV

Contents of Report

- (1) Each report shall contain in general:
 - (a) the identity of the ship;
 - (b) the time and date of the occurrence of the incident;
 - (c) the geographic position of the ship when the incident occurred;
 - (d) the wind and sea conditions prevailing at the time of the incident; and
 - (e) relevant details respecting the condition of the ship.
- (2) Each report shall contain, in particular:
 - (a) a clear indication or description of the harmful substances involved, including, if possible, the correct technical names of such substances (trade names should not be used in place of the correct technical names);
 - (b) a statement or estimate of the quantities, concentrations and likely conditions of harmful substances discharged or likely to be discharged into the sea;
 - (c) where relevant, a description of the packaging and identifying marks; and
 - (d) if possible the name of the consignor, consignee or manufacturer.
- (3) Each report shall clearly indicate whether the harmful substance discharged, or likely to be discharged is oil, a noxious liquid substance, a noxious solid substance or a noxious gaseous substance and whether such substance was or is carried in bulk or contained in packaged form, freight containers, portable tanks, or road and rail tank wagons.
- (4) Each report shall be supplemented as necessary by any other relevant information requested by a recipient of the report or which the person sending the report deems appropriate.

ARTICLE V

Supplementary Report

Any person who is obliged under the provisions of this Protocol to send a report shall, when possible:

- (a) supplement the initial report, as necessary, with information concerning further developments; and
- (b) comply as fully as possible with requests from affected States for additional information concerning the incident.

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PROTOKOL II

ARBITRASIE

(ooreenkomstig Artikel 10 van die Konvensie)

ARTIKEL I

Arbitrasieprosedure moet in ooreenstemming wees met die reëls uiteengesit in hierdie Protokol tensy die Partye by die geskil anders besluit.

ARTIKEL II

- (1) 'n Arbitrasie-tribunaal word ingestel op versoek van een Party tot die Konvensie aan 'n ander by die toepassing van Artikel 10 van hierdie Konvensie. Die versoek om arbitrasie moet vergesel gaan van 'n uiteensetting van die geval tesame met stawende dokumente.
- (2) Die Party wat die versoek rig, moet die Sekretaris-generaal van die Organisasie in kennis stel dat hy aansoek gedoen het om die instelling van 'n Tribunaal, en van die name van die Partye wat by die geskil betrokke is asook van die Artikels van die Konvensie of Regulasies waaroor daar na sy oordeel meningsverskil bestaan betreffende die vertolking of toepassing daarvan. Die Sekretaris-generaal moet hierdie inligting aan alle Partye oordra.

ARTIKEL III

Die Tribunaal moet uit drie lede bestaan: een deur elke Party by die geskil benoem, en 'n derde Arbitrer wat deur eersgenoemde twee soos ooreengekom, benoem word en as Voorsitter van die Tribunaal moet optree.

ARTIKEL IV

- (1) Indien die Voorsitter van die Tribunaal nog nie benoem is aan die einde van 'n tydperk van sestig dae vanaf die benoeming van die tweede arbiter nie, moet die Sekretaris-generaal van die Organisasie op versoek van enigeen van die Partye binne 'n verdere tydperk van sestig dae die Voorsitter benoem deur hom te kies uit 'n lys van bevoegde persone wat vooraf deur die Raad van die Organisasie opgestel is.
- (2) Indien een van die Partye nie binne 'n tydperk van sestig dae vanaf die datum van ontvangs van die versoek die lid van die Tribunaal vir wie se benoeming hy verantwoordelik is, benoem het nie, kan die ander Party die Sekretaris-generaal van die Organisasie regstreeks daarvan in kennis stel, en die Sekretaris-generaal moet dan die Voorsitter van die Tribunaal binne 'n tydperk van sestig dae benoem deur hom te kies uit die lys voorgeskryf in paragraaf (1) van hierdie Artikel.
- (3) Die Voorsitter van die Tribunaal moet by sy benoeming die Party wat nie vir 'n arbiter voorsiening maak het nie, versoek om dit te doen op dieselfde voorwaardes. Indien die Party nie 'n arbiter benoem soos vereis word nie, moet die Voorsitter van die Tribunaal die Sekretaris-generaal van die Organisasie versoek om 'n arbiter te benoem in die vorm en op die voorwaardes in die voorafgaande paragraaf voorgeskryf.
- (4) Die Voorsitter van die Tribunaal mag nie, indien hy benoem is ooreenkomstig die bepalinge van hierdie Artikel, 'n burger van een van die betrokke Partye wees of gewees het nie, behalwe met die toestemming van die ander Party.
- (5) In die geval van die afsterwe of wanprestasie van 'n Arbitrer vir wie se benoeming een van die Partye verantwoordelik is, moet genoemde Party 'n plaasvervanger benoem binne 'n tydperk van sestig dae vanaf die datum van afsterwe of wanprestasie. Indien genoemde Party nie 'n plaasvervanger benoem nie, moet die oorblywende arbiters die arbitrasie behartig. In die geval van die afsterwe of wanprestasie van die Voorsitter van die Hof, moet 'n plaasvervanger benoem word ooreenkomstig die bepalinge van Artikel III hierbo, of, indien die lede van die Tribunaal nie ooreen kan kom nie, binne 'n tydperk van sestig dae vanaf die afsterwe of nie-verskyning, ooreenkomstig die bepalinge van hierdie Artikel.

ARTIKEL V

Die Tribunaal kan teeneise wat regstreeks voortspruit uit die onderwerp van die geskil, aanhoor en daaroor besluit.

ARTIKEL VI

Elke Party is verantwoordelik vir die besoldiging van sy Arbitrer en verwante koste, asook vir die koste verbonde aan die voorbereiding van sy eie saak. Die besoldiging van die Voorsitter van die Tribunaal en alle algemene uitgawes deur die Tribunaal aangegaan moet gelykop deur die Partye gedra word. Die Tribunaal moet 'n opgawe van al sy uitgawes hou en moet 'n afdoende staat daarvan verstrek.

ARTIKEL VII

'n Party tot die Konvensie wat regsbelange het wat geraak kan word deur die beslissing in die saak, kan ná skriftelike kennisgewing aan die Partye wat oorspronklik die prosedure aan die gang gesit het, met die toestemming van die Tribunaal aan die arbitrasieprosedure deelneem.

ARTIKEL VIII

'n Arbitrasie-tribunaal wat kragtens die bepalinge van hierdie Protokol ingestel is, besluit self oor sy prosedureëls.

ARTIKEL IX

- (1) Besluite van die Tribunaal oor sy prosedure sowel as oor sy plek van byeenkoms asook beslissings oor enige kwessie wat aan hom voorgeleë word, word geneem by meerderheid van stemme van sy lede; die afwesigheid of onthouding van stemming van een van die lede van die Tribunaal vir wie se benoeming die Partye verantwoordelik was, verhinder nie die Tribunaal om tot 'n beslissing te kom nie. In gevalle van 'n staking van stemme het die Voorsitter 'n beslissende stem.
- (2) Die Partye moet die werk van die Tribunaal vergemaklik, en in die besonder ooreenkomstig hulle wetgewing en met die aanwending van alle middele tot hulle beskikking:
 - (a) die Tribunaal van die nodige dokumente en inligting voorsien;

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PROTOCOL II

ARBITRATION

(in accordance with Article 10 of the Convention)

ARTICLE I

Arbitration procedure, unless the Parties to the dispute decide otherwise, shall be in accordance with the rules set out in this Protocol.

ARTICLE II

- (1) An Arbitration Tribunal shall be established upon the request of one Party to the Convention addressed to another in application of Article 10 of the present Convention. The request for arbitration shall consist of a statement of the case together with any supporting documents.
- (2) The requesting Party shall inform the Secretary-General of the Organization of the fact that it has applied for the establishment of a Tribunal, of the names of the Parties to the dispute, and of the Articles of the Convention or Regulations over which there is in its opinion disagreement concerning their interpretation or application. The Secretary-General shall transmit this information to all Parties.

ARTICLE III

The Tribunal shall consist of three members: one Arbitrator nominated by each Party to the dispute and a third Arbitrator who shall be nominated by agreement between the two first named, and shall act as its Chairman.

ARTICLE IV

- (1) If, at the end of a period of sixty days from the nomination of the second Arbitrator, the Chairman of the Tribunal shall not have been nominated, the Secretary-General of the Organization upon request of either Party shall within a further period of sixty days proceed to such nomination, selecting him from a list of qualified persons previously drawn up by the Council of the Organization.
- (2) If, within a period of sixty days from the date of the receipt of the request, one of the Parties shall not have nominated the member of the Tribunal for whose designation it is responsible, the other Party may directly inform the Secretary-General of the Organization who shall nominate the Chairman of the Tribunal within a period of sixty days, selecting him from the list prescribed in paragraph (1) of the present Article.
- (3) The Chairman of the Tribunal shall, upon nomination, request the Party which has not provided an Arbitrator, to do so in the same manner and under the same conditions. If the Party does not make the required nomination, the Chairman of the Tribunal shall request the Secretary-General of the Organization to make the nomination in the form and conditions prescribed in the preceding paragraph.
- (4) The Chairman of the Tribunal, if nominated under the provisions of the present Article, shall not be or have been a national of one of the Parties concerned, except with the consent of the other Party.
- (5) In the case of the decease or default of an Arbitrator for whose nomination one of the Parties is responsible, the said Party shall nominate a replacement within a period of sixty days from the date of decease or default. Should the said Party not make the nomination, the arbitration shall proceed under the remaining Arbitrators. In case of the decease or default of the Chairman of the Tribunal, a replacement shall be nominated in accordance with the provisions of Article III above, or in the absence of agreement between the members of the Tribunal within a period of sixty days of the decease or default, according to the provisions of the present Article.

ARTICLE V

The Tribunal may hear and determine counter-claims arising directly out of the subject matter of the dispute.

ARTICLE VI

Each Party shall be responsible for the remuneration of its Arbitrator and connected costs and for the costs entailed by the preparation of its own case. The remuneration of the Chairman of the Tribunal and of all general expenses incurred by the Arbitration shall be borne equally by the Parties. The Tribunal shall keep a record of all its expenses and shall furnish a final statement thereof.

ARTICLE VII

Any Party to the Convention which has an interest of a legal nature and which may be affected by the decision in the case may, after giving written notice to the Parties which have originally initiated the procedure, join in the arbitration procedure with the consent of the Tribunal.

ARTICLE VIII

Any Arbitration Tribunal established under the provisions of the present Protocol shall decide its own rules of procedure.

ARTICLE IX

- (1) Decisions of the Tribunal both as to its procedure and its place of meeting and as to any question laid before it, shall be taken by majority votes of its members; the absence or abstention of one of the members of the Tribunal for whose nomination the Parties were responsible, shall not constitute an impediment to the Tribunal reaching a decision. In cases of equal voting, the vote of the Chairman shall be decisive.
- (2) The Parties shall facilitate the work of the Tribunal and in particular, in accordance with their legislation, and using all means at their disposal:
 - (a) provide the Tribunal with the necessary documents and information;

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- (b) die Tribunaal in staat stel om hulle gebied binne te gaan, om getuies of deskundiges aan te hoor, en om die toneel te besoek.
- (3) Afwesigheid of wanprestasie van een Party is nie 'n beletsel vir die prosedure nie.

ARTIKEL X

- (1) Die Tribunaal moet sy beslissing lewer binne 'n tydperk van vyf maande vanaf die datum waarop die Tribunaal ingestel is, tensy die Tribunaal besluit om, indien die geval dit noodsaak, die tydperk te verleng met 'n verdere tydperk van hoogstens drie maande. Die beslissing van die Tribunaal moet vergesel gaan van 'n uiteensetting van redes. Die beslissing is afdoende en nie vatbaar vir appèl nie en moet aan die Sekretaris-generaal van die Organisasie oorgedra word. Die Partye moet sonder versuim aan die beslissing gehoor gee.
- (2) Enige twispunt wat tussen die Partye ontstaan betreffende die vertolking of toepassing van die beslissing kan deur enigeen van die Partye vir beslegting voorgelê word aan die Tribunaal wat die beslissing gegee het of, indien dié Tribunaal nie beskikbaar is nie, aan 'n ander Tribunaal wat op dieselfde wyse as die oorspronklike Tribunaal vir dié doel ingestel is.

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- (b) enable the Tribunal to enter their territory, to hear witnesses or experts, and to visit the scene.
- (3) Absence or default of one Party shall not constitute an impediment to the procedure.

ARTICLE X

- (1) The Tribunal shall render its award within a period of five months from the time it is established unless it decides, in the case of necessity, to extend the time limit for a further period not exceeding three months. The award of the Tribunal shall be accompanied by a statement of reasons. It shall be final and without appeal and shall be communicated to the Secretary-General of the Organization. The Parties shall immediately comply with the award.
- (2) Any controversy which may arise between the Parties as regards interpretation or execution of the award may be submitted by either Party for judgement to the Tribunal which made the award, or, if it is not available to another Tribunal constituted for this purpose, in the same manner as the original Tribunal.

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AANHANGSEL I

REGULASIES VIR DIE VOORKOMING VAN BESOEDELING DEUR OLIE

HOOFSTUK I — ALGEMEEN

Regulasie 1

Woordomskrywing

By die toepassing van hierdie Aanhangel beteken:

- (1) "Olie" petroleum in enige vorm, met inbegrip van ru-olie, brandolie, slyk, olie-afval en geraffineerde produkte (uitgesonderd petrokemikalieë wat onderworpe is aan die bepalings van Aanhangel II van hierdie Konvensie) en, sonder om die algemene aard van die voorgaande in te kort, ook die stowwe wat in Byvoegsel I by hierdie Aanhangel opgeneem is.
- (2) "Olierige mengsel" 'n mengsel wat olie bevat.
- (3) "Oliebrandstof" olie wat as brandstof gebruik word in verband met die aandrywing- en hulpmasjinerie van die skip waarin sodanige olie vervoer word.
- (4) "Olietenskip" 'n skip wat gebou of aangepas is om hoofsaaklik olie in groot maat in sy vragruimtes te vervoer, en ook kombinasievragsepe en 'n "chemikalieëtenskip" soos omskryf in Aanhangel II by hierdie Konvensie wanneer dit 'n vrag of gedeeltelike vrag olie in grootmaat vervoer.
- (5) "Kombinasievragskip" 'n skip wat ontwerp is om of olie of soliede vrage in grootmaat te vervoer.
- (6) "Nuwe skip" 'n skip:
 - (a) waarvoor die boukontrak na 31 Desember 1975 gesluit word; of
 - (b) by afwesigheid van 'n boukontrak, waarvan die kiel gelê word of wat in 'n dergelike stadium van konstruksie verkeer na 30 Junie 1976; of
 - (c) waarvan die lewering na 31 Desember 1979 geskied; of
 - (d) wat 'n groot ombouing ondergaan het:
 - (i) waarvoor die kontrak na 31 Desember 1975 gesluit word; of
 - (ii) by afwesigheid van 'n kontrak, waarmee daar na 30 Junie 1976 begin word; of
 - (iii) wat na 31 Desember 1979 voltooi word.
- (7) "Bestaande skip" 'n skip wat nie 'n nuwe skip is nie.
- (8) "Groot ombouing" 'n ombouing van 'n bestaande skip:
 - (a) wat die afmetings of dravermoë van die skip aansienlik verander; of
 - (b) wat die skip 'n ander tipe skip maak; of
 - (c) wat na die mening van die Administrasie ten doel het om die gebruiksduur van die skip aansienlik te verleng; of
 - (d) wat andersins die skip so verander dat indien dit 'n nuwe skip was, dit onderworpe sou geword het aan tersaaklike bepalings van hierdie Konvensie wat nie op die skip as bestaande skip van toepassing is nie.
- (9) "Naaste land". Die uitdrukking "van die naaste land af", van die basislyn af waarvandaan die territoriale see van die betrokke gebied ooreenkomstig die volkereg gevestig word, behalwe dat, by die toepassing van hierdie Konvensie, "van die naaste land af" op die hoogte van die noordoostelike kus van Australië beteken van 'n lyn af getrek vanaf 'n punt op die kus van Australië op—
 11°00' suiderbreedte, 142°08' oosterlengte tot by 'n punt op 10°35' suiderbreedte,
 141°55' oosterlengte — daarvandaan tot by 'n punt op 10°00' suiderbreedte,
 142°00' oosterlengte, daarvandaan tot by 'n punt op 9°10' suiderbreedte,
 143°52' oosterlengte, daarvandaan tot by 'n punt op 9°00' suiderbreedte,
 144°30' oosterlengte, daarvandaan tot by 'n punt op 13°00' suiderbreedte,
 144°00' oosterlengte, daarvandaan tot by 'n punt op 15°00' suiderbreedte,
 146°00' oosterlengte, daarvandaan tot by 'n punt op 18°00' suiderbreedte,
 147°00' oosterlengte, daarvandaan tot by 'n punt op 21°00' suiderbreedte,
 153°00' oosterlengte, daarvandaan tot by 'n punt op die kus van Australië op 24°42' suiderbreedte,
 153°15' oosterlengte.
- (10) "Spesiale gebied" 'n seegebied ten opsigte waarvan, om erkende tegniese redes met betrekking tot die oseanografiese en ekologiese toestand daarvan en met betrekking tot die besondere aard van die verkeer in daardie gebied, die aanvaarding van spesiale verpligte metodes ter voorkoming van die besoedeling van die see deur olie vereis word. Spesiale gebiede sluit dié in wat in Regulasie 10 van hierdie Aanhangel opgeneem is.
- (11) "Oomblikstempo van uitlating van olie-inhoud" die tempo waarteen olie op 'n gegewe oomblik in liter per uur uitgelaat word gedeel deur die snelheid, in knope, waarteen die skip op dieselfde oomblik vaar.
- (12) "Tenk" 'n ingeslote ruimte wat deur die permanente struktuur van 'n skip gevorm word en wat ontwerp is vir die vervoer van vloeistof in groot maat.
- (13) "Sytenk" 'n tenk aangrensend aan die syhuidbeplating.
- (14) "Middeltenk" 'n tenk binneboords vanaf 'n oorlangse skot.
- (15) "Sloptenk" 'n tenk wat spesifiek bestem is vir die versameling van tenkdreineersels, tenkwasreste en ander olierige mengsels.
- (16) "Skoon ballas" die ballas in 'n tenk wat sedert olie laas daarin vervoer is dermate skoongemaak is dat indien afvloeiis daaruit uitgelaat word uit 'n stasionêre skip op 'n helder dag in skoon kalm water, sodanige afvloeiis nie sigbare spore van olie op die oppervlak van die water of op aangrensende kus-

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ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

CHAPTER I — GENERAL

Regulation 1

Definitions

For the purposes of this Annex:

- (1) "Oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than petrochemicals which are subject to the provisions of Annex II of the present Convention) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to this Annex.
- (2) "Oily mixture" means a mixture with any oil content.
- (3) "Oil fuel" means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship in which such oil is carried.
- (4) "Oil tanker" means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and includes combination carriers and any "chemical tanker" as defined in Annex II of the present Convention when it is carrying a cargo or part cargo of oil in bulk.
- (5) "Combination carrier" means a ship designed to carry either oil or solid cargoes in bulk.
- (6) "New ship" means a ship:
 - (a) for which the building contract is placed after 31 December 1975; or
 - (b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30 June 1976; or
 - (c) the delivery of which is after 31 December 1979; or
 - (d) which has undergone a major conversion:
 - (i) for which the contract is placed after 31 December 1975; or
 - (ii) in the absence of a contract, the construction work of which is begun after 30 June 1976; or
 - (iii) which is completed after 31 December 1979.
- (7) "Existing ship" means a ship which is not a new ship.
- (8) "Major conversion" means a conversion of an existing ship:
 - (a) which substantially alters the dimensions or carrying capacity of the ship; or
 - (b) which changes the type of the ship; or
 - (c) the intent of which in the opinion of the Administration is substantially to prolong its life; or
 - (d) which otherwise so alters the ship that if it were a new ship, it would become subject to relevant provisions of the present Convention not applicable to it as an existing ship.
- (9) "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 international law, except that, for the purposes of the present 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°00' South, longitude 142°08' East to a point in latitude 10°35' South,
longitude 141°55' East, thence to a point latitude 10°00' South,
longitude 142°00' East, thence to a point latitude 9°10' South,
longitude 143°52' East, thence to a point latitude 9°00' South,
longitude 144°30' East, thence to a point latitude 13°00' South,
longitude 144°00' East, thence to a point latitude 15°00' South,
longitude 146°00' East, thence to a point latitude 18°00' South,
longitude 147°00' East, thence to a point latitude 21°00' South
longitude 153°00' East, thence to a point on the coast of Australia in latitude 24°42' South, longitude 153°15' East.
- (10) "Special area" means a sea area where for recognized technical reasons in relation to its oceanographical and ecological condition and to the particular character of its traffic the adoption of special mandatory methods for the prevention of sea pollution by oil is required. Special areas shall include those listed in Regulation 10 of this Annex.
- (11) "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.
- (12) "Tank" means an enclosed space which is formed by the permanent structure of a ship and which is designed for the carriage of liquid in bulk.
- (13) "Wing tank" means any tank adjacent to the side shell plating.
- (14) "Centre tank" means any tank inboard of a longitudinal bulkhead.
- (15) "Slop tank" means a tank specifically designated for the collection of tank drainings, tank washings and other oily mixtures.
- (16) "Clean ballast" means the ballast in a tank which since oil was last carried therein, has been so cleaned that effluent therefrom if it were discharged from a ship which is stationary into clean calm water on a clear day would not produce visible traces of oil on the surface of the water or on adjoining

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lyne sal laat nie of sal veroorsaak dat slyk of 'n emulsie onder die oppervlak van die water of op aangrensende kuste afgeset word nie. Indien die ballas uitgelaat word deur middel van 'n olie-uitlaatmoniteer-en-beheerstelsel wat deur die Administrasie goedgekeur is, dan is getuienis, gebaseer op sodanige stelsel, ten effekte dat die olie-inhoud van die uitvloei nie 15 dele per miljoen oorskry het nie, afdoende getuienis dat die ballas skoon was, ondanks die aanwesigheid van sigbare spore.

- (17) "Geskeide ballas" die ballaswater wat in 'n tenk ingelaat is wat heeltemal geskei is van die vragolie- en olie-brandstofstelsel en wat permanent toegewys is vir die vervoer van ballas of vir die vervoer van ballas of ander vragte as olie of skadelike stowwe soos onderskeidelik omskryf in die Aanhangsels by die huidige Konvensie.
- (18) "Lengte" (L) 96 persent van die totale lengte op 'n waterlyn by 85 persent van die minste gevormde diepte gemeet vanaf die bopunt van die kiel, of die lengte van die voorkant van die voorstewe tot by die as van die roerkoning op daardie waterlyn, as dit groter is. In die geval van skepe wat met 'n helling van die kiel ontwerp is, moet die waterlyn waarlangs hierdie lengte gemeet word, parallel wees met die ontwerpwaterlyn. Die lengte (L) word in meter gemeet.
- (19) "Voor- en agterloodlyn" die loodlyn by die voorste en die agterste punt van die lengte (L). Die voorloodlyn moet saamval met die voorkant van die voorstewe op die waterlyn waarlangs die lengte gemeet word.
- (20) "Midskeeps" by die middel van die lengte (L).
- (21) "Breedte" (B) die maksimum breedte van die skip midskeeps gemeet tot by die spantelyn in 'n skip met 'n huid van metaal en tot by die buitevlak van die romp in 'n skip met 'n huid van enige ander materiaal. Die breedte (B) word in meter gemeet.
- (22) "Ladingsgewig" (DW) die verskil in metrieke ton tussen die verplasing van 'n skip in water met 'n soortlike gewig van 1,025 by die waterlaslyn wat ooreenstem met die vasgestelde somervryboord, en die liggewig van die skip.
- (23) "Liggewig" die verplasing van 'n skip in metrieke ton sonder vrag, oliebrandstof, smeerolie, ballaswater, varswater en toevoerwater in tenks, verbruikbare voorrade, passasiers en hulle besittings.
- (24) "Deurlatendheid" van 'n ruimte die verhouding van die volume binne-in daardie ruimte wat veronderstel word met water gevul te wees, tot die totale volume van daardie ruimte.
- (25) "Volumes" en "areas" in 'n skip word in alle gevalle tot by die spantelyne bereken.

Regulasie 2*Toepassing*

- (1) Tensy uitdruklik anders bepaal, is die bepalings van hierdie Aanhangel op alle skepe van toepassing.
- (2) Vir skepe, behalwe olietenskepe toegerus met vragruimtes wat gebou en gebruik word om olie in groot maat te vervoer en met 'n totale inhoudsmaat van 200 kubieke meter of meer, is die vereistes van Regulasies 9, 10, 14, 15 (1), (2) en (3), 18, 20 en 24 (4) van hierdie Aanhangel ten opsigte van olietenskepe ook van toepassing op die bou en benutting van daardie ruimtes, behalwe dat waar sodanige totale inhoudsmaat minder as 1 000 kubieke meter is, die vereistes van Regulasie 15 (4) van hierdie Aanhangel kan geld in plaas van Regulasie 15 (1), (2) en (3).
- (3) Waar 'n vrag wat onderworpe is aan die bepalings van Aanhangel II van hierdie Konvensie in 'n vragruimte van 'n olietenskip vervoer word, is die toepaslike vereistes van Aanhangel II van hierdie Konvensie ook van toepassing.
- (4) (a) 'n Skeerboot, lugkussingvaartuig en ander nuwe tipe vaartuig (digby-oppervlakvaartuie, onderwatervaartuie, ens) waarvan die bou-eienskappe sodanig is dat dit die toepassing van enige van die bepalings van Hoofstukke II en III van hierdie Aanhangel met betrekking tot bou en uitrusting onredelik of onprakties maak, kan deur die Administrasie vrygestel word van sodanige bepalings, mits die bou en uitrusting van sodanige skip gelykwaardige beskerming teen besoedeling deur olie bied, inaggenome die diens waarvoor dit bedoel is.
- (b) Besonderhede van enige sodanige vrystelling wat deur die Administrasie verleen is, moet op die sertifikaat in Regulasie 5 van hierdie Aanhangel bedoel, aangedui word.
- (c) Die Administrasie wat enige sodanige vrystelling verleen, moet so gou moontlik maar nie later nie as 90 dae daarna, die besonderhede daarvan aan die redes daarvoor aan die Organisasie bekend maak, wat dit dan aan die Partye by die Konvensie moet omstuur ter inligting en vir gepaste optrede, indien daar is.

Regulasie 3*Ekwivalente*

- (1) Die Administrasie kan toelaat dat toebehore, materiaal, toestelle of apparaat op 'n skip aangebring word as alternatief vir dié wat deur hierdie Aanhangel vereis word, indien sodanige ander toebehore, materiaal, toestelle of apparaat minstens net so doeltreffend is as dié wat hy hierdie Aanhangel voorgeskryf word. Hierdie magtiging van die Administrasie behels nie vervanging van bedryfsmetodes om die uitlating van olie te beheer as gelykstaande met dié ontwerp- en bou-eienskappe wat by Regulasies in hierdie Aanhangel voorgeskryf word nie.
- (2) Die Administrasie wat toebehore, materiaal, toestelle of apparaat as alternatief toelaat vir dié wat deur hierdie Aanhangel vereis word, moet besonderhede daarvan aan die Organisasie bekend maak om omgestuur te word aan die Partye tot die Konvensie ter inligting en vir gepaste optrede, indien daar is.

Regulasie 4*Opnames*

- (1) Elke olietenskip met 'n bruto tonnemaat van 150 ton of meer en elke ander skip met 'n bruto tonnemaat van 400 ton of meer is aan die hieronder gespesifiseerde opnames onderworpe:
 - (a) 'n Aanvangsopname voordat die skip in diens gestel word of voordat die Sertifikaat vereis ingevolge Regulasie 5 van hierdie Aanhangel vir die eerste keer uitgereik word, wat 'n volledige opname moet insluit van die bou, uitrusting, toebehore, inrigting en materiaal van die skip vir sover die skip deur hierdie Aanhangel gedek word. Hierdie opname moet sodanig wees dat daardeur verseker word dat die bou, uitrusting, toebehore, inrigting en materiaal ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel.

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shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines. If the ballast is discharged through an oil discharge monitoring and control system approved by the Administration, evidence based on such a system to the effect that the oil content of the effluent did not exceed 15 parts per million shall be determinative that the ballast was clean, notwithstanding the presence of visible traces.

- (17) "Segregated ballast" means the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast or to the carriage of ballast or cargoes other than oil or noxious substances as variously defined in the Annexes of the present Convention.
- (18) "Length" (L) means 96 per cent of the total length on a waterline at 85 per cent of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline. The length (L) shall be measured in metres.
- (19) "Forward and after perpendiculars" shall be taken at the forward and after ends of the length (L). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured.
- (20) "Amidships" is at the middle of the length (L).
- (21) "Breadth" (B) means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material. The breadth (B) shall be measured in metres.
- (22) "Deadweight" (DW) means the difference in metric tons between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the lightweight of the ship.
- (23) "Lightweight" means the displacement of a ship in metric tons without cargo, oil fuel, lubricating oil, ballast water, fresh water and feedwater in tanks, consumable stores, passengers and their effects.
- (24) "Permeability" of a space means the ratio of the volume within that space which is assumed to be occupied by water to the total volume of that space.
- (25) "Volumes" and "areas" in a ship shall be calculated in all cases to moulded lines.

Regulation 2*Application*

- (1) Unless expressly provided otherwise, the provisions of this Annex shall apply to all ships.
- (2) In ships other than oil tankers fitted with cargo spaces which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or more, the requirements of Regulations 9, 10, 14, 15 (1), (2) and (3), 18, 20 and 24 (4) of this Annex for oil tankers shall also apply to the construction and operation of those spaces, except that where such aggregate capacity is less than 1 000 cubic metres the requirements of Regulation 15 (4) of this Annex may apply in lieu of Regulation 15 (1), (2) and (3).
- (3) Where a cargo subject to the provisions of Annex II of the present Convention is carried in a cargo space of an oil tanker, the appropriate requirements of Annex II of the present Convention shall also apply.
- (4) (a) Any hydrofoil, air-cushion vehicle and other new type of vessel (near-surface craft, submarine craft, etc.) whose constructional features are such as to render the application of any of the provisions of Chapters II and III of this Annex relating to construction and equipment unreasonable or impracticable may be exempted by the Administration from such provisions, provided that the construction and equipment of that ship provides equivalent protection against pollution by oil, having regard to the service for which it is intended.
- (b) Particulars of any such exemption granted by the Administration shall be indicated in the Certificate referred to in Regulation 5 of this Annex.
- (c) The administration which allows any such exemption shall, as soon as possible, but not more than ninety days thereafter, communicate to the Organization particulars of same and the reasons therefor, which the Organization shall circulate to the Parties to the Convention for their information and appropriate action, if any.

Regulation 3*Equivalents*

- (1) The Administration may allow any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by this Annex if such fitting, material, appliance or apparatus is at least as effective as that required by this Annex. This authority of the Administration shall not extend to substitution of operational methods to effect the control of discharge of oil as equivalent to those design and construction features which are prescribed by Regulations in this Annex.
- (2) The Administration which allows a fitting, material, appliance or apparatus, as an alternative to that required by this Annex shall communicate to the Organization for circulation to the Parties to the Convention particulars thereof, for their information and appropriate action, if any.

Regulation 4*Surveys*

- (1) Every oil tanker of 150 tons gross tonnage and above, and every other ship of 400 tons gross tonnage and above shall be subject to the surveys specified below:
 - (a) An initial survey before the ship is put in service or before the Certificate required under Regulation 5 of this Annex is issued for the first time, which shall include a complete survey of its structure, equipment, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable requirements of this Annex.

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- (b) Periodieke opnames met tussenposes deur die Administrasie gespesifiseer maar hoogstens vyf jaar, wat sodanig moet wees dat daardeur verseker word dat die bou, uitrusting, toebehore, inrigting en materiaal ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangsel. Waar die geldigheidsduur van die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) egter verleng word soos in Regulasie 8 (3) of (4) van hierdie Aanhangsel gespesifiseer, kan die tussenpose waarmee die periodieke opname gedoen word, dienoreenkomstig verleng word.
- (c) Tussenopnames met tussenpose deur die Administrasie gespesifiseer maar hoogstens dertig maande, wat sodanig moet wees dat daardeur verseker word dat die uitrusting en bybehorende pomp- en pypstelsels, met inbegrip van olie-uitlaatmoniteer-en-beheerstelsels, uitrusting vir die afskeiding van olierige water en oliefilterstelsels ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangsel en in goeie werkende toestand is. Sodanige tussenopnames moet geëndosseer word op die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) uitgereik ingevolge Regulasie 5 van hierdie Aanhangsel.
- (2) Die Administrasie moet gepaste maatreëls instel vir skepe wat nie onderworpe is nie aan die bepalings van paragraaf (1) van hierdie Regulasie ten einde te verseker dat daar aan die toepaslike bepalings van hierdie Aanhangsel voldoen word.
- (3) Opnames van die skip betreffende die toepassing van die bepalings van hierdie Aanhangsel moet deur beamptes van die Administrasie gedoen word. Die Administrasie kan egter die opnames opdra aan of opnemers wat vir die doel benoem is of organisasies wat deur hom erken word. In elke geval waarborg die betrokke Administrasie die volledigheid en doeltreffendheid van die opnames ten volle.
- (4) Nadat 'n opname van die skip ingevolge hierdie Regulasie voltooi is, mag daar nie sonder die verlof van die Administrasie 'n aansienlike verandering aangebring word aan die bou, uitrusting, toebehore, inrigting of materiaal wat deur die opname gedek is nie, uitgesonderd die regstreekse vervanging van sodanige uitrusting of toebehore.

Regulasie 5

Uitreiking van Sertifikaat

- (1) 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) moet na opname ooreenkomstig die bepalings van Regulasie 4 van hierdie Aanhangsel uitgereik word ten opsigte van 'n olietankskip met 'n bruto tonnemaat van 150 ton of meer en enige ander skip met 'n tonnemaat van 400 ton of meer wat reis onderneem na hawens of see-eindpunte onder die jurisdiksie van ander partye tot die Konvensie. In die geval van bestaande skepe word hierdie vereiste van toepassing twaalf maande na die datum van inwerkingtreding van hierdie Konvensie.
- (2) Sodanige Sertifikaat moet uitgereik word of deur die Administrasie of deur 'n persoon of organisasie wat deur die Administrasie behoorlik daartoe gemagtig is. In elke geval aanvaar die Administrasie volle verantwoordelikheid vir die Sertifikaat.

Regulasie 6

Uitreiking van 'n Sertifikaat deur 'n ander Regering

- (1) Die Regering van 'n Party tot die Konvensie kan op versoek van die Administrasie 'n skip laat opneem en indien hy daarvan oortuig is dat daar aan die bepalings van hierdie Aanhangsel voldoen word, moet hy ooreenkomstig hierdie Aanhangsel 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) ten opsigte van die skip uitreik of die uitreiking daarvan magtig.
- (2) 'n Afskrif van die Sertifikaat en 'n afskrif van die opnameverslag moet so gou moontlik aan die Administrasie wat die versoek gerig het, versend word.
- (3) 'n Sertifikaat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat dit uitgereik is op versoek van die Administrasie, en dit het dieselfde krag en geniet dieselfde erkenning as die sertifikaat wat ingevolge Regulasie 5 van hierdie Aanhangsel uitgereik is.
- (4) 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) word nie uitgereik nie ten opsigte van 'n skip wat geregtig is om die vlag te voer van 'n Staat wat nie 'n Party is nie.

Regulasie 7

Vorm van Sertifikaat

Die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) moet in 'n amptelike taal van die land wat dit uitreik, opgestel word in 'n vorm wat ooreenstem met die model verstrek in Byvoegsel II by hierdie Aanhangsel. Indien die taal wat gebruik word nóg Engels nóg Frans is, moet die teks 'n vertaling in een van hierdie tale insluit.

Regulasie 8

Geldigheidsduur van Sertifikaat

- (1) 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) word uitgereik vir 'n tydperk deur die Administrasie bepaal, wat hoogstens vyf jaar vanaf die datum van uitreiking mag wees, behalwe soos in paragrawe (2), (3) en (4) van hierdie Regulasie bepaal.
- (2) Indien 'n skip op die tydstip waarop die geldigheidsduur van sy Sertifikaat verstryk, op 'n ander plek is as in 'n hawe of see-eindpunt onder die jurisdiksie van die Party tot die Konvensie wie se vlag die skip geregtig is om te voer, kan die geldigheidsduur van die Sertifikaat deur die Administrasie verleng word, maar sodanige verlenging word slegs toegestaan ten einde die skip in staat te stel om sy reis na die Staat wie se vlag hy geregtig is om te voer of waarin hy opgeneem moet word, te voltooi en dan slegs in gevalle waar dit gepas en redelik voorkom om dit te doen.
- (3) Geen Sertifikaat se geldigheidsduur word vir 'n tydperk langer as vyf maande aldus verleng nie, en 'n skip ten opsigte waarvan so 'n verlenging toegestaan is, is nie by sy aankoms in die Staat wie se vlag hy geregtig is om te voer of by die hawe waar hy opgeneem moet word, uit hoofde van sodanige verlenging geregtig om sodanige hawe of Staat te verlaat sonder dat hy 'n nuwe Sertifikaat verkry het nie.
- (4) 'n Sertifikaat waarvan die geldigheidsduur nie ooreenkomstig die bepalings van paragraaf (2) van hierdie Regulasie verleng is nie, kan deur die Administrasie verleng word vir 'n grasietydperk van tot een maand vanaf die verstrykingsdatum wat daarop aangegee is.
- (5) 'n Sertifikaat hou op om geldig te wees indien aansienlike veranderinge sonder die goedkeuring van die Administrasie aan die vereiste bou, uitrusting, toebehore, inrigting of materiaal aangebring is, uit-

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- (b) Periodical surveys at intervals specified by the Administration, but not exceeding five years, which shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable requirements of this Annex. However, where the duration of the International Oil Pollution Prevention Certificate (1973) is extended as specified in Regulation 8 (3) or (4) of this Annex, the interval of the periodical survey may be extended correspondingly.
- (c) Intermediate surveys at intervals specified by the Administration but not exceeding thirty months, which shall be such as to ensure that the equipment and associated pump and piping systems, including oil discharge monitoring and control systems, oily-water separating equipment and oil filtering systems, fully comply with the applicable requirements of this Annex and are in good working order. Such intermediate surveys shall be endorsed on the International Oil Pollution Prevention Certificate (1973) issued under Regulation 5 of this Annex.
- (2) The Administration shall establish appropriate measures for ships which are not subject to the provisions of paragraph (1) of this Regulation in order to ensure that the applicable provisions of this Annex are complied with.
- (3) Surveys of the ship as regards enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned fully guarantees the completeness and efficiency of the surveys.
- (4) After any survey of the ship under this Regulation has been completed, no significant change shall be made in the structure, equipment, fittings, arrangements or material covered by the survey without the sanction of the Administration, except the direct replacement of such equipment or fittings.

Regulation 5*Issue of Certificate*

- (1) An International Oil Pollution Prevention Certificate (1973) shall be issued, after survey in accordance with the provisions of Regulation 4 of this Annex, to any oil tanker of 150 tons gross tonnage and above and any other ships of 400 tons gross tonnage and above which are engaged in voyages to ports or off-shore terminals under the jurisdiction of other parties to the Convention. In the case of existing ships this requirement shall apply twelve months after the date of entry into force of the present Convention.
- (2) Such Certificate shall be issued either by the Administration or by any persons or organization duly authorized by it. In every case the Administration assumes full responsibility for the Certificate.

Regulation 6*Issue of a Certificate by another Government*

- (1) The Government of a Party to the Convention may, at the request of the Administration, cause a ship to be surveyed and, if satisfied that the provisions of this Annex are complied with, shall issue or authorize the issue of an International Oil Pollution Prevention Certificate (1973) to the ship in accordance with this Annex.
- (2) A copy of the Certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.
- (3) A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and it shall have the same force and receive the same recognition as the Certificate issued under Regulation 5 of this Annex.
- (4) No International Oil Pollution Prevention Certificate (1973) shall be issued to a ship which is entitled to fly the flag of a State which is not a Party.

Regulation 7*Form of Certificate*

The International Oil Pollution Prevention Certificate (1973) shall be drawn up in an official language of the issuing country in the form corresponding to the model given in Appendix II to this Annex. If the language used is neither English nor French, the text shall include a translation into one of these languages.

Regulation 8*Duration of Certificate*

- (1) An International Oil Pollution Prevention Certificate (1973) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue, except as provided in paragraphs (2), (3) and (4) of this Regulation.
- (2) If a ship at the time when the Certificate expires is not in a port or off-shore terminal under the jurisdiction of the Party to the Convention whose flag the ship is entitled to fly, the Certificate may be extended by the Administration, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the State whose flag the ship is entitled to fly or in which it is to be surveyed and then only in cases where it appears proper and reasonable to do so.
- (3) No Certificate shall be thus extended for a period longer than five months and a ship to which such extension is granted shall not on its arrival in the State whose flag it is entitled to fly or the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port or State without having obtained a new Certificate.
- (4) A Certificate which has not been extended under the provisions of paragraph (2) of this Regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.
- (5) A Certificate shall cease to be valid if significant alterations have taken place in the construction, equipment, fittings, arrangements, or material required without the sanction of the Administration,

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gesonderd die regstreekse vervanging van sodanige uitrusting of toebehore, of indien tussenopnames soos deur die Administrasie gespesifiseer ooreenkomstig Regulasie 4 (1) (c) van hierdie Aanhangsel, nie uitgevoer word nie.

- (6) Behalwe soos bepaal in paragraaf (7) van hierdie Regulasie, hou 'n Sertifikaat wat ten opsigte van 'n skip uitgereik is, op om geldig te wees by oordrag van sodanige skip na die vlag van 'n ander Staat.
- (7) Wanneer 'n skip na die vlag van 'n ander Party oorgedra word, bly die Sertifikaat van krag vir 'n tydperk van hoogstens vyf maande mits dit nie sou verval het voor die einde van daardie tydperk nie, of totdat die Administrasie 'n vervangingssertifikaat uitreik, wat ook al die vroegste is. So gou moontlik nadat die oordrag plaasgevind het, moet die Regering van die Party wie se vlag die skip voorheen geregtig was om te voer, aan die Administrasie 'n afskrif versend van die Sertifikaat wat voor die oordrag deur die skip gehou is en, indien beskikbaar, 'n afskrif van die betrokke opnameverslag.

HOOFSTUK II—VEREISTES VIR BEHEER OOR BEDRYFSBESOEDELING

Regulasie 9

Beheer oor Uitlating van Olie

- (1) Behoudens die bepalings van Regulasies 10 en 11 van hierdie Aanhangsel en paragraaf (2) van hierdie Regulasie, is dit verbode om olie of oliërige mengsels in die see uit te laat vanuit skepe waarop hierdie Aanhangsel van toepassing is, behalwe wanneer daar aan al die volgende voorwaardes voldoen word:
 - (a) in die geval van 'n olietenskip, behalwe soos bepaal in subparagraaf (b) van hierdie paragraaf:
 - (i) die olietenskip is nie binne 'n spesiale gebied nie;
 - (ii) die olietenskip is verder as 50 seemyl van die naaste land af;
 - (iii) die olietenskip is op 'n deurreis aan die vaar;
 - (iv) die oomblikstempo van uitlating van die olie-inhoud is nie vinniger as 60 liter per seemyl nie;
 - (v) die totale hoeveelheid olie wat in die see uitgelaat word, is, vir bestaande tenskpe, nie groter nie as 1/15 000 van die totale hoeveelheid van die bepaalde vrag waarvan die residu 'n deel uitgemaak het, en vir nuwe tenskpe nie groter nie as 1/30 000 van die totale hoeveelheid van die bepaalde vrag waarvan die residu 'n deel uitgemaak het; en
 - (vi) die tenskip het, behalwe soos bepaal in Regulasie 15 (3) van hierdie Aanhangsel, 'n olie-uitlaatmoniteer-en-beheerstelsel asook 'n sloptenkinrigting soos vereis by Regulasie 15 van hierdie Aanhangsel in gebruik;
 - (b) in die geval van 'n skip met 'n tonnemaat van 400 ton of meer, uitgesonderd 'n olietenskip, en uit masjinerieruimtekimme uitgesonderd vragpompkamerkimme van 'n olietenskip tensy met olievragresidu gemeng:
 - (i) die skip is nie binne 'n spesiale gebied nie;
 - (ii) die skip is verder as twaalf seemyl van die naaste land af;
 - (iii) die skip is op 'n deurreis aan die vaar;
 - (iv) die olie-inhoud van die afvloeisel is minder as 100 dele per miljoen; en
 - (v) die skip het 'n olie-uitlaatmoniteer-en-beheerstelsel, uitrusting vir die afseiding van oliërige water, en 'n oliefilterstelsel of ander installasie soos vereis by Regulasie 16 van hierdie Aanhangsel in gebruik.
- (2) In die geval van 'n skip met 'n bruto tonnemaat van minder as 400 ton, uitgesonderd 'n olietenskip, wat buite die spesiale gebied is, moet die Administrasie verseker dat dit, vir sover dit doenlik en redelik is, met installasies toegerus is ten einde te verseker dat olieresidu's aan boord opgeberg en in ontvangsfasiliteite of in die see uitgelaat kan word ooreenkomstig die vereistes van paragraaf (1) (b) van hierdie Regulasie.
- (3) Wanneer daar sigbare spore van olie waargeneem word op of onder die oppervlak van die water in die onmiddellike omgewing van 'n skip of sy kielwater, moet Regerings van Partye tot die Konvensie, in die mate waartoe hulle redelikerwys in staat is om dit te doen, onmiddellik ondersoek instel na die feite met betrekking tot die vraag of die bepalings van hierdie Regulasie of van Regulasie 10 van hierdie Aanhangsel geskend is. Die ondersoek moet veral die volgende insluit: die wind- en seetoestande, die roete en snelheid van die skip, ander moontlike bronne van die sigbare spore in die omgewing en relevante olie-uitlaat-aantekeninge.
- (4) Die bepalings van paragraaf (1) van hierdie Regulasie is nie van toepassing op die uitlaat van skoon of geskeide ballas nie. Die bepalings van subparagraaf (1) (b) van hierdie Regulasie is nie van toepassing nie op die uitlaat van 'n oliërige mengsel wat sonder verdunning 'n olie-inhoud van hoogstens 15 dele per miljoen het.
- (5) Geen uitlating in die see mag chemikalieë of ander stowwe in hoeveelhede of konsentrasies bevat wat gevaarlik is vir die mariene omgewing nie, of chemikalieë of ander stowwe wat gebruik word om die voorwaardes van uitlating in hierdie Regulasie gespesifiseer, te omseil nie.
- (6) Die olieresidu's wat nie ter nakoming van paragrafe (1), (2) en (4) van hierdie Regulasie in die see uitgelaat kan word nie, moet aan boord gehou word of in ontvangsfasiliteite uitgelaat word.

Regulasie 10

Metodes vir die Voorkoming van Oliebesoedeling deur Skepe terwyl hulle in Spesiale Gebiede in Bedryf is

- (1) By die toepassing van hierdie Aanhangsel is die spesiale gebiede die Middellandse See-gebied, die Oossee-gebied, die Swartsee-gebied, die Rooi See-gebied en die "Golfgebied" wat as volg omskryf word:
 - (a) Die Middellandse See-gebied beteken die eintlike Middellandse See, insluitende die golwe en seë daarin, met die grens tussen die Middellandse en die Swartsee wat gevorm word deur die parallel van 41° noorderlengte en in die weste begrens word deur die Straat van Gibraltar op die meridiaan van 5°36' westerlengte.
 - (b) Die Oossee-gebied beteken die eintlike Oossee, met die Botniese Golf en die Golf van Finland en die ingang van die Oossee begrens deur die parallel van Kaap Skagen in die Skagerrak op 57°44.8'N.

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except the direct replacement of such equipment or fittings, or if intermediate surveys as specified by the Administration under Regulation 4 (1) (c) of this Annex are not carried out.

- (6) A Certificate issued to a ship shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (7) of this Regulation.
- (7) Upon transfer of a ship to the flag of another Party, the Certificate shall remain in force for a period not exceeding five months provided that it would not have expired before the end of that period, or until the Administration issues a replacement Certificate, whichever is earlier. As soon as possible after the transfer has taken place the Government of the Party whose flag the ship was formerly entitled to fly shall transmit to the Administration a copy of the Certificate carried by the ship before the transfer and, if available, a copy of the relevant survey report.

CHAPTER II—REQUIREMENTS FOR CONTROL OF OPERATIONAL POLLUTION

Regulation 9

Control of Discharge of Oil

- (1) Subject to the provisions of Regulations 10 and 11 of this Annex and paragraph (2) of this Regulation, any discharge into the sea of oil or oily mixtures from ships to which this Annex applies shall be prohibited except when all the following conditions are satisfied:
 - (a) for an oil tanker, except as provided for in sub-paragraph (b) of this paragraph:
 - (i) the tanker is not within a special area;
 - (ii) the tanker is more than 50 nautical miles from the nearest land;
 - (iii) the tanker is proceeding en route;
 - (iv) the instantaneous rate of discharge of oil content does not exceed 60 litres per nautical mile;
 - (v) the total quantity of oil discharged into the sea does not exceed for existing tankers 1/15 000 of the total quantity of the particular cargo of which the residue formed a part, and for new tankers 1/30 000 of the total quantity of the particular cargo of which the residue formed a part; and
 - (vi) the tanker has in operation, except as provided for in Regulation 15 (3) of this Annex, an oil discharge monitoring and control system and a slop tank arrangement as required by Regulation 15 of this Annex;
 - (b) from a ship of 400 tons gross tonnage and above other than an oil tanker and from machinery space bilges excluding cargo pump room bilges of an oil tanker unless mixed with oil cargo residue:
 - (i) the ship is not within a special area;
 - (ii) the ship is more than 12 nautical miles from the nearest land;
 - (iii) the ship is proceeding en route;
 - (iv) the oil content of the effluent is less than 100 parts per million; and
 - (v) the ship has in operation an oil discharge monitoring and control system, oily-water separating equipment, oil filtering system or other installation as required by Regulation 16 of this Annex.
- (2) In the case of a ship of less than 400 tons gross tonnage other than an oil tanker whilst outside the special area, the Administration shall ensure that it is equipped as far as practicable and reasonable with installations to ensure the storage of oil residues on board and their discharge to reception facilities or into the sea in compliance with the requirements of paragraph (1) (b) of this Regulation.
- (3) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, Governments of Parties to the Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this Regulation or Regulation 10 of this Annex. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.
- (4) The provisions of paragraph (1) of this Regulation shall not apply to the discharge of clean or segregated ballast. The provisions of sub-paragraph (1) (b) of this Regulation shall not apply to the discharge of oily mixture which without dilution has an oil content not exceeding 15 parts per million.
- (5) No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this Regulation.
- (6) The oil residues which cannot be discharged into the sea in compliance with paragraphs (1), (2) and (4) of this Regulation shall be retained on board or discharged to reception facilities.

Regulation 10

Methods for the Prevention of Oil Pollution from Ships while operating in Special Areas

- (1) For the purposes of this Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area and the "Gulfs area" which are defined as follows:
 - (a) The Mediterranean Sea means the Mediterranean Sea proper including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41°N parallel and bounded to the west by the Straits of Gibraltar at the meridian of 5°36'W.
 - (b) The Baltic Sea area means the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44.8'N.

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- (c) Die Swartsee-gebied beteken die eintlike Swartsee met die grens tussen die Middellandse See en die Swartsee wat deur die parallel van 41°N gevorm word.
- (d) Die Rooi See-gebied beteken die eintlike Rooi See insluitende die Golf van Suez en die Golf van Aqaba in die suide begrens deur die loksodroom tussen Ras si Ane (12°8.5'N, 43°19.6'O) en Husn Murad 12°40.4'N, 43°30.2'O).
- (e) Die "Golfgebied" beteken die seegebied noordwes van die loksodroom tussen Ras al Hadd (22°30'N, 59°48'O) en Ras al Fasteh (25°04'N, 61°25'O).
- (2) (a) Behoudens die bepalings van Regulasie 11 van hierdie Aanhangsel, is dit verbode om olie of 'n olierige mengsel in die see uit te laat vanuit 'n olietenskip en 'n skip met 'n bruto tonnemaat van 400 ton of meer, uitgesonderd 'n olietenskip, terwyl die skip in 'n spesiale gebied is.
- (b) Sodanige skepe moet alle oliedreineersels en slyk, vuil ballas en tenkwaswater aan boord hou terwyl hulle in 'n spesiale gebied is en dit slegs in ontvangsfasiliteite uitlaat.
- (3) (a) Behoudens die bepalings van Regulasie 11 van hierdie Aanhangsel, is dit verbode om olie of 'n olierige mengsel in die see uit te laat vanuit 'n skip met 'n bruto tonnemaat van minder as 400 ton, uitgesonderd 'n olietenskip, terwyl die skip in 'n spesiale gebied is, behalwe wanneer die olie-inhoud van die afvloeisel sonder verdunning hoogstens 15 dele per miljoen is of alternatiewelik wanneer daar aan al die volgende voorwaardes voldoen word:
 - (i) Die skip is op 'n deurreis;
 - (ii) die olie-inhoud van die afvloeisel is minder as 100 dele per miljoen; en
 - (iii) die uitlating geskied so ver moontlik van die land af, maar in geen geval nader as 12 seemyl van die naaste land af nie.
- (b) Geen uitlating in die see mag chemikalieë of ander stowwe in hoeveelhede of konsentrasies bevat wat skadelik vir die mariene omgewing is nie, of chemikalieë of ander stowwe wat gebruik word om die voorwaardes van uitlating in hierdie Regulasie gespesifiseer te omsien nie.
- (c) Die olieresidu's wat nie ooreenkomstig subparagraaf (a) van hierdie paragraaf in die see uitgelaat kan word nie moet aan boord gehou word of in ontvangsfasiliteite uitgelaat word.
- (4) Die bepalings van hierdie Regulasie is nie van toepassing op die uitlaat van skoon of geskeide ballas nie.
- (5) Niks in hierdie Regulasie verbied 'n skip wat vir slegs 'n gedeelte van sy reis binne 'n spesiale gebied is om buite die spesiale gebied afvloeisel uit te laat ooreenkomstig Regulasie 9 van hierdie Aanhangsel nie.
- (6) Wanneer daar sigbare spore van olie op of onder die oppervlak van die water in die onmiddellike omgewing van 'n skip of sy kielwater opgemerk word, moet die Regerings van Partye by die Konvensie in die mate waarin dit redelikerwys vir hulle moontlik is om dit te doen, onverwyld ondersoek instel na die feite met betrekking tot die vraag of daar 'n skending was van die bepalings van hierdie Regulasie of van Regulasie 9 van hierdie Aanhangsel. Die ondersoek moet veral die volgende insluit: die wind- en seetoestande, die roete en snelheid van die skip, ander moontlike bronne van die sigbare spore in die omgewing en relevante olie-uitlaat-aantekeninge.
- (7) Ontvangsfasiliteite binne spesiale gebiede:
 - (a) Middellandse See-, Swart See- en Oossee-gebiede:
 - (i) Die Regering van elke Party tot die Konvensie waarvan die kuslyn 'n spesiale gebied begrens, onderneem om te verseker dat alle olielaai-eindpunte en herstelhawens binne die spesiale gebied nie later nie as 1 Januarie 1977 voorsien sal wees van fasiliteite wat toereikend is vir die ontvangs en behandeling van alle vuil ballas en tenkwaswater vanuit tenkskepe. Daarbenewens moet alle hawens binne die spesiale gebied voorsien wees van toereikende ontvangsfasiliteite vir ander residu's en olierige mengsels vanuit alle skepe. Sodanige fasiliteite moet 'n groot genoeg kapasiteit hê om te voldoen aan die behoeftes van die skepe wat daarvan gebruik maak sonder om oormatige vertraging te veroorsaak.
 - (ii) Die Regering van elke Party wat onder sy jurisdiksie ingange het na seewêre met vlak dieptelyne wat mag vereis dat 'n skip se diepgang verminder word deur ballas uit te laat, onderneem om te verseker dat die fasiliteite in subparagraaf (a) (i) van hierdie paragraaf bedoel, voorsien word, maar met die voorbehoud dat skepe wat slop of vuil ballas moet uitlaat, ietwat vertraag kan word.
 - (iii) Gedurende die tydperk tussen die inwerkingtreding van hierdie Konvensie (indien vroeër as 1 Januarie 1977) en 1 Januarie 1977 moet skepe aan die vereistes van Regulasie 9 van hierdie Aanhangsel voldoen wanneer hulle binne die spesiale gebiede vaar. Die Regerings van Partye waarvan die kuslyne enige van die spesiale gebiede genoem in hierdie subparagraaf begrens kan egter 'n datum vroeër as 1 Januarie 1977, maar na die datum van inwerkingtreding van hierdie Konvensie, vasstel as die datum met ingang waarvan die vereistes van hierdie Regulasie met betrekking tot die betrokke spesiale gebiede van krag word:
 - (1) indien al die vereiste ontvangsfasiliteite voorsien is teen die datum aldus vasgestel; en
 - (2) mits die betrokke Partye die Organisasie ten minste ses maande vooraf in kennis stel van die datum aldus vasgestel om na ander Partye omgestuur te word.
 - (iv) Na 1 Januarie 1977, of die datum vasgestel ooreenkomstig subparagraaf (a) (iii) van hierdie paragraaf indien dit vroeër is, moet elke Party die Organisasie in kennis stel van alle gevalle waar die fasiliteite na bewering ontoereikend is, sodat die Organisasie die betrokke Kontrakterende Regerings daarvan in kennis kan stel.
 - (b) Rooi See- en Golfgebied:
 - (i) Die Regering van elke Party waarvan die kuslyn die spesiale gebiede begrens, onderneem om te verseker dat alle olielaai-eindpunte en herstelhawens binne hierdie spesiale gebiede so gou moontlik voorsien word van fasiliteite wat toereikend is vir die ontvangs en behandeling van alle vuil ballas en tenkwaswater vanuit olietenskepe. Daarbenewens moet alle hawens binne die spesiale gebied voorsien wees van toereikende ontvangsfasiliteite vir ander residu's en olierige mengsels vanuit alle skepe. Sodanige fasiliteite moet 'n groot genoeg kapasiteit hê om te voldoen aan die behoeftes van die skepe wat daarvan gebruik maak sonder om oormatige vertraging te veroorsaak.

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- (c) The Black Sea area means the Black Sea proper with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41°N.
 - (d) The Red Sea area means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12°8.5'N, 43°19.6'E) en Husn Murad (12°40.4'N, 43°30.2'E).
 - (e) The Gulfs area means the sea area located north west of the rhumb line between Ras al Hadd (22°30'N, 59°48'E) and Ras al Fasteh (25°04'N, 61°25'E).
- (2) (a) Subject to the provisions of Regulation 11 of this Annex, any discharge into the sea of oil or oily mixture from a ship of less than 400 tons gross tonnage and above other than an oil tanker shall be prohibited, while in a special area.
- (b) Such ships while in a special area shall retain on board all oil drainage and sludge, dirty ballast and tank washing waters and discharge them only to reception facilities.
- (3) (a) Subject to the provisions of Regulation 11 of this Annex, any discharge into the sea of oil or oily mixture from a ship of less than 400 tons gross tonnage, other than an oil tanker, shall be prohibited while in a special area, except when the oil content of the effluent without dilution does not exceed 15 parts per million or alternatively when all of the following conditions are satisfied:
- (i) the ship is proceeding en route;
 - (ii) the oil content of the effluent is less than 100 parts per million; and
 - (iii) the discharge is made as far as practicable from the land, but in no case less than 12 nautical miles from the nearest land.
- (b) No discharge into the sea shall contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this Regulation.
- (c) The oil residues which cannot be discharged into the sea in compliance with sub-paragraph (a) of this paragraph shall be retained on board or discharged to reception facilities.
- (4) The provisions of this Regulation shall not apply to the discharge of clean or segregated ballast.
- (5) Nothing in this Regulation shall prohibit a ship on a voyage only part of which is in a special area from discharging outside the special area in accordance with Regulation 9 of this Annex.
- (6) Whenever visible traces of oil are observed on or below the surface of the water in the immediate vicinity of a ship or its wake, the Governments of Parties to the Convention should, to the extent they are reasonably able to do so, promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this Regulation or Regulation 9 of this Annex. The investigation should include, in particular, the wind and sea conditions, the track and speed of the ship, other possible sources of the visible traces in the vicinity, and any relevant oil discharge records.
- (7) Reception facilities within special areas:
- (a) Mediterranean Sea, Black Sea and Baltic Sea areas:
 - (i) The Government of each Party to the Convention, the coastline of which borders on any given special area undertakes to ensure that not later than 1 January 1977 all oil loading terminals and repair ports within the special area are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from oil tankers. In addition all ports within the special area shall be provided with adequate reception facilities for other residues and oily mixtures from all ships. Such facilities shall have adequate capacity to meet the needs of the ships using them without causing undue delay.
 - (ii) The Government of each Party having under its jurisdiction entrances to seawater courses with low depth contour which might require a reduction of draught by the discharge of ballast undertakes to ensure the provision of the facilities referred to in sub-paragraph (a) (i) of this paragraph but with the proviso that ships required to discharge slops or dirty ballast could be subject to some delay.
 - (iii) During the period between the entry into force of the present Convention (if earlier than 1 January 1977) and 1 January 1977 ships while navigating in the special areas shall comply with the requirements of Regulation 9 of this Annex. However, the Governments of Parties the coastlines of which border any of the special areas under this sub-paragraph may establish a date earlier than 1 January 1977, but after the date of entry into force of the present Convention, from which the requirements of this Regulation in respect of the special areas in question shall take effect;
 - (1) if all the reception facilities required have been provided by the date so established; and
 - (2) provided that the Parties concerned notify the Organization of the date so established at least six months in advance, for circulation to other Parties.
 - (iv) After 1 January 1977, or the date established in accordance with sub-paragraph (a) (iii) of this paragraph if earlier, each Party shall notify the Organization for transmission to the Contracting Governments concerned of all cases where the facilities are alleged to be inadequate.
 - (b) Red Sea area and Gulfs area:
 - (i) The Government of each Party the coastline of which borders on the special areas undertakes to ensure that as soon as possible all oil loading terminals and repair ports within these special areas are provided with facilities adequate for the reception and treatment of all the dirty ballast and tank washing water from tankers. In addition all ports within the special area shall be provided with adequate reception facilities for other residues and oily mixtures from all ships. Such facilities shall have adequate capacity to meet the needs of the ships using them without causing undue delay.

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- (ii) Die Regering van elke Party wat onder sy jurisdiksie ingange het na seewee met vlak diepte-lyne wat mag vereis dat 'n skip se diepgang verminder word deur ballas uit te laat, onderneem om te verseker dat die fasiliteite in subparagraaf (b) (i) van hierdie paragraaf bedoel, voorsien word, maar met die voorbehoud dat skepe wat slop of vuil ballas moet uitlaat, ietwat vertraag kan word.
- (iii) Elke betrokke Party moet die Organisasie in kennis stel van die maatreëls wat getref is ooreenkomstig die bepalinge van subparagraaf (b) (i) en (ii) van hierdie paragraaf. Na ontvangs van voldoende inligting moet die Organisasie 'n datum bepaal waarvandaan die vereistes van hierdie Regulasie ten opsigte van die betrokke gebied van krag word. Die Organisasie moet alle Partye minstens 12 maande vooraf in kennis stel van die datum aldus bepaal.
- (iv) Gedurende die tydperk tussen die inwerkingtreding van hierdie Konvensie en die datum aldus bepaal, moet skepe aan die vereistes van Regulasie 9 van hierdie Aanhangel voldoen wanneer hulle binne die spesiale gebied vaar.
- (v) Na sodanige datum moet olietenskepe wat in hierdie spesiale gebiede in hawens laai waar sodanige fasiliteite nog nie beskikbaar is nie, ook ten volle aan die vereistes van hierdie regulasie voldoen. Olietenskepe wat hierdie spesiale gebiede vir laaidoeleinde binnegaan, moet egter hulle inspan om te verseker dat hulle die gebied met slegs skoon ballas aan boord binnegaan.
- (iv) Na die datum waarop die vereistes vir die betrokke spesiale gebied van krag word, moet elke Party die Organisasie in kennis stel van alle gevalle waar die fasiliteite na bewering ontoereikend is, sodat die Organisasie die betrokke Partye daarvan in kennis kan stel.
- (vii) Teen Januarie 1977 of 'n jaar na die inwerkingtreding van hierdie Konvensie, watter datum ook al die laaste is, moet ten minste die ontvangsfasiliteite soos in Regulasie 12 van hierdie Aanhangel voorgeskryf, voorsien wees.

Regulasie 11

Uitsonderings

Regulasies 9 en 10 van hierdie Aanhangel is nie van toepassing nie op:

- (a) die uitlaat in die see van olie of 'n olierige mengsel wat nodig is om die veiligheid van 'n skip te verseker of menselewens ter see te red; of
- (b) die uitlaat in die see van olie of 'n olierige mengsel as gevolg van skade aan 'n skip of sy uitrusting:
 - (i) mits alle redelike voorsorgmaatreëls getref is nadat die skip beskadig is of die uitlating ontdek is om die uitlating te voorkom of te minimaliseer; en
 - (ii) behalwe as die eienaar of Gesagvoerder of met die opset om skade te veroorsaak of roekeloos en wel wetende dat skade waarskynlik sal volg, opgetree het; of
- (c) die uitlaat in die see van stowwe wat olie bevat, deur die Administrasie goedgekeur, wanneer dit gebruik word om spesifieke besoedelingsgebeurtenisse te bestry ten einde die skade vanweë besoedeling te minimaliseer. Enige sodanige uitlating is onderworpe aan die goedkeuring van die Regering in wie se regsgebied die uitlating na verwag word, sal plaasvind.

Regulasie 12

Ontvangsfasiliteite

- (1) Behoudens die bepalinge van Regulasie 10 van hierdie Aanhangel, onderneem die Regering van elke Party om te verseker dat daar by omlaai-eindpunte, herstelhawens, en in ander hawens waarin skepe olierige residu's moet uitlaat, fasiliteite vir die ontvangs van sodanige residu's en olierige mengsels wat in olietenskepe en ander skepe oorbly, verskaf word wat voldoende is om te voorsien in die behoeftes van die skepe wat daarvan gebruik maak sonder om oormatige vertraging vir die skepe te veroorsaak.
- (2) Ontvangsfasiliteite ooreenkomstig paragraaf (1) van hierdie Regulasie moet voorsien word in—
 - (a) alle hawens en eindpunte waarin ru-olie in olietenskepe gelaai word waar sodanige tenkskepe net voor hul aankoms 'n ballasreis van hoogstens 72 uur of hoogstens 1 200 seemyl voltooi het;
 - (b) alle hawens en eindpunte waar olie, uitgesonderd ru-olie, in groot maat gelaai word teen 'n gemiddelde tempo van meer as 1 000 metrieke ton per dag;
 - (c) alle hawens wat skeepsherstelwerwe of tenkskoonmaakfasiliteite het;
 - (d) alle hawens en eindpunte waar skepe hanteer word wat voorsien is van 'n slyktenk of slyktenks vereis deur Regulasie 17 van hierdie Aanhangel;
 - (e) alle hawens, ten opsigte van olierige kimwater en ander residu's, wat nie ooreenkomstig Regulasie 9 van hierdie Aanhangel uitgelaat kan word nie; en
 - (f) alle hawens waar grootmaatvrage gelaai word, ten opsigte van olieresidu's vanuit kombinasievragskepe wat nie ooreenkomstig Regulasie 9 van hierdie Aanhangel uitgelaat kan word nie.
- (3) Die kapasiteit van die ontvangsfasiliteite moet soos volg wees:
 - (a) Eindpunte waar ru-olie gelaai word, moet voldoende ontvangsfasiliteite hê vir olie en olierige mengsels wat nie ooreenkomstig die bepalinge van Regulasie 9 (1) (a) van hierdie Aanhangel uitgelaat kan word nie vanuit alle olietenskepe op reise soos in paragraaf (2) (a) van hierdie Regulasie beskryf.
 - (b) Laaihawens en -eindpunte bedoel in paragraaf (2) (b) van hierdie Regulasie moet voldoende ontvangsfasiliteite hê vir olie en olierige mengsels wat nie ooreenkomstig die bepalinge van Regulasie 9 (a) (1) van hierdie Aanhangel uitgelaat kan word nie vanuit olietenskepe wat olie, uitgesonderd ru-olie, in groot maat laai.
 - (c) Alle hawens wat skeepsherstelwerwe of tenkskoonmaakfasiliteite het, moet voldoende ontvangsfasiliteite hê vir alle residu's en olierige mengsels wat aan boord bly vir wegdoening uit skepe voordat hulle sodanige werwe of fasiliteite binnegaan.
 - (d) Alle fasiliteite wat ooreenkomstig paragraaf (2) (d) van hierdie Regulasie by hawens en eindpunte voorsien word, moet voldoende wees vir die ontvangs van alle residu's wat ooreenkomstig Regu-

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- (ii) The Government of each Party having under its jurisdiction entrances to seawater courses with low depth contour which might require a reduction of draught by the discharge of ballast shall undertake to ensure the provision of the facilities referred to in sub-paragraph (b) (i) of this paragraph but with the proviso that ships required to discharge slops or dirty ballast could be subject to some delay.
- (iii) Each Party concerned shall notify the Organization of the measures taken pursuant to provisions of sub-paragraph (b) (i) and (ii) of this paragraph. Upon receipt of sufficient notifications the Organization shall establish a date from which the requirements of this Regulation in respect of the area in question shall take effect. The Organization shall notify all Parties of the date so established no less than twelve months in advance of that date.
- (iv) During the period between the entry into force of the present Convention and the date so established, ships while navigating in the special area shall comply with the requirements of Regulation 9 of this Annex.
- (v) After such date oil tankers loading in ports in these special areas where such facilities are not yet available shall also fully comply with the requirements of this Regulation. However, oil tankers entering these special areas for the purpose of loading shall make every effort to enter the area with only clean ballast on board.
- (vi) After the date on which the requirements for the special area in question take effect, each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities are alleged to be inadequate.
- (vii) At least the reception facilities as prescribed in Regulation 12 of this Annex shall be provided by 1 January 1977 or one year after the date of entry into force of the present Convention, whichever occurs later.

Regulation 11*Exceptions*

Regulations 9 and 10 of this Annex shall not apply to:

- (a) the discharge into the sea of oil or oily mixture necessary for the purpose of securing the safety of a ship or saving life at sea; or
- (b) the discharge into the sea of oil or oily mixture resulting from damage to a ship or its equipment:
 - (i) provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
 - (ii) except if the owner or the Master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or
- (c) the discharge into the sea of substances containing oil, approved by the Administration, when being used for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur.

Regulation 12*Reception Facilities*

- (1) Subject to the provisions of Regulation 10 of this Annex, the Government of each Party undertakes to ensure the provision at oil loading terminals, repair ports, and in other ports in which ships have oily residues to discharge, of facilities for the reception of such residues and oily mixtures as remain from oil tankers and other ships adequate to meet the needs of the ships using them without causing undue delay to ships.
- (2) Reception facilities in accordance with paragraph (1) of this Regulation shall be provided in:
 - (a) all ports and terminals in which crude oil is loaded into oil tankers where such tankers have immediately prior to arrival completed a ballast voyage of not more than 72 hours or not more than 1 200 nautical miles;
 - (b) all ports and terminals in which oil other than crude oil in bulk is loaded at an average quantity of more than 1 000 metric tons per day;
 - (c) all ports having ship repair yards or tank cleaning facilities;
 - (d) all ports and terminals which handle ships provided with the sludge tank(s) required by Regulation 17 of this Annex;
 - (e) all ports in respect of oily bilge waters and other residues, which cannot be discharged in accordance with Regulation 9 of this Annex; and
 - (f) all loading ports for bulk cargoes in respect of oil residues from combination carriers which cannot be discharged in accordance with Regulation 9 of this Annex.
- (3) The capacity for the reception facilities shall be as follows:
 - (a) Crude oil loading terminals shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9 (1) (a) of this Annex from all oil tankers on voyages as described in paragraph (2) (a) of this Regulation.
 - (b) Loading ports and terminals referred to in paragraph (2) (b) of this Regulation shall have sufficient reception facilities to receive oil and oily mixtures which cannot be discharged in accordance with the provisions of Regulation 9 (1) (a) of this Annex from oil tankers which load oil other than crude oil in bulk.
 - (c) All ports having ship repair yards or tank cleaning facilities shall have sufficient reception facilities to receive all residues and oily mixtures which remain on board for disposal from ships prior to entering such yards or facilities.
 - (d) All facilities provided in ports and terminals under paragraph (2) (d) of this Regulation shall be

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lasie 17 van hierdie Aanhangsel aan boord gehou word, vanuit alle skepe wat, na redelikerwys verwag kan word, sodanige hawens en eindpunte sal aandoen.

- (e) Alle fasiliteite wat ooreenkomstig hierdie Regulasie by hawens en eindpunte voorsien word, moet voldoende wees vir die ontvangs van olierige kimwater en ander residu's wat nie ooreenkomstig Regulasie 9 van hierdie Aanhangsel uitgelaat kan word nie.
- (f) By die voorsiening van fasiliteite by hawens waar grootmaatvragte gelaai word, moet, waar toepaslik, rekening gehou word met die besondere probleme van kombinasievragte.
- (4) Die ontvangsfasiliteite voorgeskryf in paragrawe (2) en (3) van hierdie Regulasie moet beskikbaar gestel word nie later nie as een jaar vanaf die datum van inwerkingtreding van hierdie Konvensie of teen 1 Januarie 1977, watter datum ook al die laatste is.
- (5) Elke Party moet die Organisasie in kennis stel van alle gevalle waar die fasiliteite wat ingevolge hierdie regulasie voorsien is, na bewering onvoldoende is, sodat die Organisasie die betrokke Partye daarvan in kennis kan stel.

Regulasie 13

Olietenskepe met Geskeide-ballastenke

- (1) Elke nuwe olietenskip met 'n ladingsgewig van 70 000 ton of meer moet met geskeide-ballastenke toegerus wees en aan die vereistes van hierdie Regulasie voldoen.
- (2) Die kapasiteit van die geskeide-ballastenke moet sodanig bepaal wees dat die skip met veiligheid op ballasreise kan vaar sonder om van olietenske gebruik te moet maak vir waterballas, behalwe in die gevalle waarvoor in paragraaf (3) van hierdie Regulasie voorsiening gemaak is. In alle gevalle moet die kapasiteit van geskeide-ballastenke egter ten minste sodanig wees dat in enige ballastoestand op enige deel van die reis, insluitende die toestand van liggewig plus geskeide-ballas alleen, die skip se diepgang en trim aan elk van die volgende vereistes kan voldoen:
 - (a) die gevormde diepgang midskeeps (dm) in meter (sonder inagneming van enige skeepsdeformasie) mag nie minder wees nie as:

$$dm = 2,0 + 0,02L;$$
 - (b) die diepgang by die voor- en agterloodlyn moet ooreenstem met dié wat bepaal word deur die diepgang midskeeps (dm), soos in subparagraaf (a) van hierdie paragraaf gespesifiseer, tesame met die trim by die agterstewe van hoogstens 0,015L; en
 - (c) die diepgang by die agterloodlyn mag in elk geval nie minder wees nie as wat nodig is om te verseker dat die skroef of skroewe heeltemal onder die water is.
- (3) In geen geval mag ballaswater in olietenske gevoer word nie behalwe in weerstoestande wat so straf is dat dit na die mening van die Gesagvoerder nodig is om vir die veiligheid van die skip addisionele ballaswater in olietenske te voer. Sodanige addisionele ballaswater moet geprosesseer en uitgelaat word ooreenkomstig Regulasie 9 en ooreenkomstig die vereistes van Regulasie 15 van hierdie Aanhangsel, en 'n inskrywing moet gemaak word in die Olierekordboek in Regulasie 20 van hierdie Aanhangsel bedoel.
- (4) 'n Olietenskip ten opsigte waarvan daar nie vereis word dat hy ooreenkomstig paragraaf (1) van hierdie Regulasie met geskeide-ballastenke toegerus moet wees nie, kan egter as 'n geskeideballas-tenskip geskik wees, mits in die geval van 'n olietenskip van 150 meter lank en langer die skip ten volle voldoen aan die vereistes van paragrawe (2) en (3) van hierdie Regulasie en in die geval van 'n olietenskip wat minder as 150 meter lank is, die geskeide-ballastoestande ten genoeë van die Administrasie is.

Regulasie 14

Skeiding van Olie en Waterballas

- (1) Behoudens die bepalings van paragraaf (2) van hierdie Regulasie, mag daar nie in nuwe skepe met 'n bruto tonnemaat van 4 000 ton en meer, uitgesonderd olietenskepe, en in nuwe olietenskepe met 'n bruto tonnemaat van 150 ton en meer, ballaswater in 'n oliebrandstoftenk gevoer word nie.
- (2) In gevalle waar dit nodig is dat ballaswater wat nie skoon ballas is nie in 'n oliebrandstoftenk gevoer word vanweë abnormale toestande of omdat dit noodsaaklik is om groot hoeveelhede oliebrandstof aan boord te hê, moet sodanige ballaswater ooreenkomstig Regulasie 9 in ontvangsfasiliteite of in die oop see uitgelaat word deur gebruik te maak van die uitrusting in Regulasie 16 (2) van hierdie Aanhangsel gespesifiseer, en moet 'n inskrywing in die Olierekordboek te dien effekte gemaak word.
- (3) Alle ander skepe moet, vir sover dit redelik en doenlik is, aan die vereistes van paragraaf (1) van hierdie Regulasie voldoen.

Regulasie 15

Hou van Olie aan Boord

- (1) Behoudens die bepalings van paragrawe (5) en (6) van hierdie Regulasie moet olietenskepe met 'n bruto tonnemaat van 150 ton en meer toegerus wees met inrigtings ooreenkomstig die vereistes van paragrawe (2) en (3) van hierdie Regulasie, met dien verstande dat in die geval van bestaande tenskepe die vereistes rakende olie-uitlaatmoniteer-en-beheerstelsels en sloptenk-reëlings drie jaar na die datum van inwerkingtreding van hierdie Konvensie van toepassing word.
- (2) (a) Toereikende middele moet voorsien word om die vragtenks skoon te maak en om die vuil ballasresidu en tenkwasreste uit die vragtenks oor te plaas in 'n sloptenk wat deur die Administrasie goedgekeur is. In die geval van bestaande olietenskepe kan enige vragtenk vir gebruik as 'n sloptenk aangewys word.
- (b) In hierdie stelsel moet inrigtings voorsien word om die olierige afval op so 'n wyse in 'n sloptenk of kombinasie van sloptenks oor te plaas dat enige afvloei wat in die see uitgelaat word sodanig sal wees dat dit voldoen aan die bepalings van Regulasie 9 van hierdie Aanhangsel.
- (c) Die inrigtings van die sloptenk of kombinasie van sloptenks moet voldoende kapasiteit hê om die slop wat ontstaan as gevolg van die was van tenks, asook olieresidu's en vuilballasresidu's te hou, maar die totale kapasiteit van die sloptenk(s) moet minstens 3 persent van die oliedrakapasiteit van die skip wees; die Administrasie kan egter 'n sloptenkkapasiteit van 2 persent aanvaar waar

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sufficient to receive all residues retained according to Regulation 17 of this Annex from all ships that may reasonably be expected to call at such ports and terminals.

- (e) All facilities provided in ports and terminals under this Regulation shall be sufficient to receive oily bilge waters and other residues which cannot be discharged in accordance with Regulation 9 of this Annex.
- (f) The facilities provided in loading ports for bulk cargoes shall take into account the special problems of combination carriers as appropriate.
- (4) The reception facilities prescribed in paragraphs (2) and (3) of this Regulation shall be made available no later than one year from the date of entry into force of the present Convention or by 1 January 1977, whichever occurs later.
- (5) Each Party shall notify the Organization for transmission to the Parties concerned of all cases where the facilities provided under this Regulation are alleged to be inadequate.

Regulation 13*Segregated Ballast Oil Tankers*

- (1) Every new oil tanker of 70 000 tons deadweight and above shall be provided with segregated ballast tanks and shall comply with the requirements of this Regulation.
- (2) The capacity of the segregated ballast tanks shall be so determined that the ship may operate safely on ballast voyages without recourse to the use of oil tanks for water ballast except as provided for in paragraph (3) of this Regulation. In all cases, however, the capacity of segregated ballast tanks shall be at least such that in any ballast condition at any part of the voyage, including the condition consisting of lightweight plus segregated ballast only, the ship's draughts and trim can meet each of the following requirements:
 - (a) the moulded draught amidships (dm) in metres (without taking into account any ship's deformation) shall not be less than:

$$dm = 2,0 + 0,02L;$$
 - (b) the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships (dm), as specified in subparagraph (a) of this paragraph, in association with the trim by the stern of not greater than 0,015L; and
 - (c) in any case the draught at the after perpendicular shall not be less than that which is necessary to obtain full immersion of the propeller(s).
- (3) In no case shall ballast water be carried in oil tanks except in weather conditions so severe that, in the opinion of the Master, it is necessary to carry additional ballast water in oil tanks for the safety of the ship. Such additional ballast water shall be processed and discharged in compliance with Regulation 9 and in accordance with the requirements of Regulation 15 of this Annex, and entry shall be made in the Oil Record Book referred to in Regulation 20 of this Annex.
- (4) Any oil tanker which is not required to be provided with segregated ballast tanks in accordance with paragraph (1) of this Regulation may, however, be qualified as a segregated ballast tanker, provided that in the case of an oil tanker of 150 metres in length and above it fully complies with the requirements of paragraphs (2) and (3) of this Regulation and in the case of an oil tanker of less than 150 metres in length the segregated ballast conditions shall be to the satisfaction of the Administration.

Regulation 14*Segregation of Oil and Water Ballast*

- (1) Except as provided in paragraph (2) of this Regulation, in new ships of 4,000 tons gross tonnage and above other than oil tankers, and in new oil tankers of 150 tons gross tonnage and above, no ballast water shall be carried in any oil fuel tank.
- (2) Where abnormal conditions or the need to carry large quantities of oil fuel render it necessary to carry ballast water which is not a clean ballast in any oil fuel tank, such ballast water shall be discharged to reception facilities or into the sea in compliance with Regulation 9 using the equipment specified in Regulation 16 (2) of this Annex, and an entry shall be made in the oil Record Book to this effect.
- (3) All other ships shall comply with the requirements of paragraph (1) of this Regulation as far as reasonable and practicable.

Regulation 15*Retention of Oil on Board*

- (1) Subject to the provisions of paragraphs (5) and (6) of this Regulation, oil tankers of 150 tons gross tonnage and above shall be provided with arrangements in accordance with the requirements of paragraphs (2) and (3) of this Regulation, provided that in the case of existing tankers the requirements for oil discharge monitoring and control systems and slop tank arrangements shall apply three years after the date of entry into force of the present Convention.
- (2) (a) Adequate means shall be provided for cleaning the cargo tanks and transferring the dirty ballast residue and tank washings from the cargo tanks into a slop tank approved by the Administration. In existing oil tankers, any cargo tank may be designated as a slop tank.
- (b) In this system arrangements shall be provided to transfer the oily waste into a slop tank or combination of slop tanks in such a way that any effluent discharged into the sea will be such as to comply with the provisions of Regulation 9 of this Annex.
- (c) The arrangements of the slop tank or combination of slop tanks shall have a capacity necessary to retain the slops generated by tank washing, oil residues and dirty ballast residues but the total shall be not less than 3 per cent of the oil carrying capacity of the ship, except that, where segregated ballast tanks are provided in accordance with Regulation 13 of this Annex, or where ar-

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'n skip toegerus is met geskeide-ballastens ooreenkomstig Regulasie 13 van hierdie Aanhangel, of waar inrigtings soos afvoerders wat die gebruik van meer water as net die waswater meebring, nie aangebring is nie. Nuwe olietenskepe met 'n ladingsgewig van meer as 70 000 ton moet van ten minste twee sloptenks voorsien wees.

- (d) Sloptenks moet veral met betrekking tot die posisie van inlate, uitlate, skotte of oorloopprande, waar aangebring, so ontwerp wees dat oormatige turbulensie en meesleuring van olie of emulsie met die water verhoed word.
- (3) (a) 'n Olie-uitlaatmoniteer-en-beheerstelsel wat deur die Administrasie goedgekeur is, moet aangebring word. By oorweging van die ontwerp van die olie-inhoudmeter wat in die stelsel gebruik gaan word, moet die Administrasie die spesifikasie wat deur die Organisasie aanbeveel word, in ag neem.* Die stelsel moet toegerus wees met 'n registreertoestel wat die uitlating in liter per seemyl en die totale hoeveelheid uitgelaat, of die olie-inhoud en uitlaat tempo deurlopend registreer. Die data wat aldus geregistreer is, moet identifiseerbaar wees volgens die tyd en datum van uitlating en minstens drie jaar lank bewaar word. Die olie-uitlaatmoniteer-en-beheerstelsel moet in werking kom wanneer uitvloei in die see uitgelaat word en moet sodanig werk dat die uitlaat van 'n olierige mengsel outomaties stopgesit word sodra die oomblikstempo van uitlating van olie dié wat by Regulasie 9 (1) (a) van hierdie Aanhangel toegelaat word, oorskry. 'n Onklaarraking van hierdie moniteer-en-beheerstelsel moet die uitlating stopsit en moet in die Olie-rekordboek aangeteken word. 'n Alternatiewe metode waar van handbediende toerusting gebruik gemaak word, moet voorsien word en kan gebruik word in die geval van sodanige onklaarraking, maar die defektiewe eenheid moet herstel word voordat die olietenskip met sy volgende ballasreis begin tensy dit na 'n herstelhawe onderweg is. Bestaande olietenskepe moet voldoen aan al die bepalings hierbo uiteengesit behalwe dat die uitlating deur middel van handbediende toerusting stopgesit mag word en die uitlaattempo geraam kan word na aanleiding van die pompmerk.
- (b) Doeltreffende olie-water-skeidingsvlakverklidders deur die Administrasie goedgekeur, moet voorsien word vir 'n snelle en akkurate bepaling van die olie-waterskeidingsvlak in sloptenks en moet beskikbaar wees vir gebruik in ander tenks waar olie en water geskei word en waarvandaan daar beoog word om afvloeisel regstreeks in die see uit te laat.
- (c) Voorskrifte met betrekking tot die bedryf van die stelsel moet ooreenstem met 'n bedryfshandboek deur die Administrasie goedgekeur. Die voorskrifte moet sowel handbedieningsmetodes as die outomatiese werking dek en moet daarop gerig wees om te verseker dat olie te gener tyd uitgelaat word nie behalwe ooreenkomstig die voorwaardes in Regulasie 9 van hierdie Aanhangel uiteengesit.†
- (4) Die vereistes van paragrawe (1), (2) en (3) van hierdie Regulasie is nie van toepassing nie op olietenskepe met 'n bruto tonnemaat van minder as 150 ton, ten opsigte waarvan die beheer oor die uitlaat van olie ingevolge Regulasie 9 van hierdie Aanhangel moet geskied deur die olie aan boord te hou en alle besoedelde wasreste in ontvangsfasiliteite uit te laat. Die totale hoeveelheid olie en water wat vir die waswerk gebruik en in 'n opgaartenk teruggeplaas is, moet in die Olie-rekordboek aangeteken word. Hierdie totale hoeveelheid moet in ontvangsfasiliteite uitgelaat word tensy toereikende reëlins getref word ten einde te verseker dat afvloei wat in die see uitgelaat word, doeltreffend gemoniteer word om te verseker dat daar aan die bepalings van Regulasie 9 van hierdie Aanhangel voldoen word.
- (5) Die Administrasie kan 'n olietenskip wat uitsluitlik reise onderneem van 72 uur of korter en dan binne 50 myl van die naaste land af, vrystel van die vereistes van paragrawe (1), (2) en (3) van hierdie Regulasie, met dien verstande dat daar nie vereis word nie dat 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) ten opsigte van die olietenskip gehou word en sodanige sertifikaat nie gehou word nie. Enige sodanige vrystelling is onderworpe aan die vereiste dat die olietenskip alle olierige mengsels aan boord moet hou vir uiteindelijke uitlating in ontvangsfasiliteite, asook aan die vasstelling deur die Administrasie dat toereikende fasiliteite beskikbaar moet wees vir die ontvangs van sodanige olierige mengsels.
- (6) Waar uitrusting vir die monitering van die uitlaat van ligte, geraffineerde produkte (wit olies) soos vereis by Regulasie 9 (1) (a) (vi) van hierdie Aanhangel en gespesifiseer in subparagraaf (3) (a) van hierdie Regulasie, na die oordeel van die Organisasie nie verkrygbaar is nie, kan die Administrasie vrystelling van sodanige vereistes verleen, met dien verstande dat uitlating slegs toegelaat word in ooreenstemming met prosedures vasgestel deur die Organisasie wat voldoen aan die voorwaardes van Regulasie 9 (1) (a) van hierdie Aanhangel, uitgesonderd die verpligting om 'n olie-uitlaatmoniteer-en-beheerstelsel in werking te hê. Die Organisasie moet die beskikbaarheid van uitrusting met tussenpose van hoogstens 12 maande nagaan.
- (7) Die vereistes van paragrawe (1), (2) en (3) van hierdie Regulasie is nie van toepassing nie op olietenskepe wat asfalt vervoer, ten opsigte waarvan die beheer oor die uitlaat van asfalt ingevolge Regulasie 9 van hierdie Aanhangel moet geskied deur asfaltresidu's aan boord te hou, met uitlating van alle besoedelde wasreste in ontvangsfasiliteite.

Regulasie 16

Olie-uitlaatmoniteer-en-beheerstelsel en Uitrusting vir die Afskeiding van Olierige Waters.

- (1) 'n Skip met 'n bruto tonnemaat van 400 ton of meer moet toegerus wees met uitrusting vir die afskeiding van olierige water of met 'n filtreerstelsel wat aan die bepalings van paragraaf (6) van hierdie Regulasie voldoen. Enige sodanige skip wat groot hoeveelhede oliebrandstof aan boord het, moet aan paragraaf (2) van hierdie Regulasie of paragraaf (1) van Regulasie 14 voldoen.
- (2) 'n Skip met 'n bruto tonnemaat van 10 000 ton of meer moet toegerus wees:
 - (a) benewens die vereistes van paragraaf (1) van hierdie Regulasie, met 'n olie-uitlaatmoniteer-en-beheerstelsel wat aan die vereistes van paragraaf (5) van hierdie Regulasie voldoen of;

* Hier word verwys na die "Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters" wat deur die Organisasie ingevolge Resolusie A.233 (VII) aangeneem is.

† Hier word verwys na "Clean Seas Guide for Oil Tankers" wat gepubliseer is deur die International Chamber of Shipping and the Oil Companies International Marine Forum.

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rangements such as eductors involving the use of water additional to the washing water are not fitted, the Administration may accept 2 per cent. New oil tankers over 70 000 tons deadweight shall be provided with at least two slop tanks.

- (d) Slop tanks shall be so designed particularly in respect of the position of inlets, outlets, baffles or weirs where fitted, so as to avoid excessive turbulence and entrainment of oil or emulsion with the water.
- (3) (a) An oil discharge monitoring and control system approved by the Administration shall be fitted. In considering the design of the oil content meter to be incorporated in the system, the Administration shall have regard to the specification recommended by the Organization.* The system shall be fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years. The oil discharge monitor and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by Regulation 9 (1) (a) of this Annex. Any failure of this monitoring and control system shall stop the discharge and be noted in the Oil Record Book. A manually operated alternative method shall be provided and may be used in the event of such failure, but the defective unit shall be made operable before the oil tanker commences its next ballast voyage unless it is proceeding to a repair port. Existing oil tankers shall comply with all of the provisions specified above except that the stopping of the discharge may be performed manually and the rate of discharge may be estimated from the pump characteristic.
- (b) Effective oil/water interface detectors approved by the Administration shall be provided for a rapid and accurate determination of the oil/water interface in slop tanks and shall be available for use in other tanks where the separation of oil and water is effected and from which it is intended to discharge effluent direct to the sea.
- (c) Instructions as to the operation of the system shall be in accordance with an operational manual approved by the Administration. They shall cover manual as well as automatic operations and shall be intended to ensure that at no time shall oil be discharged except in compliance with the conditions specified in Regulation 9 of this Annex.†
- (4) The requirements of paragraphs (1), (2) and (3) of this Regulation shall not apply to oil tankers of less than 150 tons gross tonnage, for which the control of discharge of oil under Regulation 9 of this Annex shall be effected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities. The total quantity of oil and water used for washing and returned to a storage tank shall be recorded in the Oil Record Book. This total quantity shall be discharged to reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of Regulation 9 of this Annex are complied with.
- (5) The Administration may waive the requirements of paragraphs (1), (2) and (3) of this Regulation for any oil tanker which engages exclusively on voyages both of 72 hours or less in duration and within 50 miles from the nearest land, provided that the oil tanker is not required to hold and does not hold an International Oil Pollution Prevention Certificate (1973). Any such waiver shall be subject to the requirement that the oil tanker shall retain on board all oily mixtures for subsequent discharge to reception facilities and to the determination by the Administration that facilities available to receive such oily mixtures are adequate.
- (6) Where in the view of the Organization equipment required by Regulation 9 (1) (a) (vi) of this Annex and specified in sub-paragraph (3) (a) of this Regulation is not obtainable for the monitoring of discharge of light refined products (white oils), the Administration may waive compliance with such requirement, provided that discharge shall be permitted only in compliance with procedures established by the Organization which shall satisfy the conditions of Regulation 9 (1) (a) of this Annex except the obligation to have an oil discharge monitoring and control system in operation. The Organization shall review the availability of equipment at intervals not exceeding twelve months.
- (7) The requirements of paragraphs (1), (2) and (3) of this Regulation shall not apply to oil tankers carrying asphalt, for which the control of discharge of asphalt under Regulation 9 of this Annex shall be effected by the retention of asphalt residues on board with discharge of all contaminated washings to reception facilities.

Regulation 16*Oil Discharge Monitoring and Control System and Oily-Water Separating Equipment*

- (1) Any ship of 400 tons gross tonnage and above shall be fitted with an oily-water separating equipment or filtering system complying with the provisions of paragraph (6) of this Regulation. Any such ship which carries large quantities of oil fuel shall comply with paragraph 2 of this Regulation or paragraph (1) of Regulation 14.
- (2) Any ship of 10 000 tons gross tonnage and above shall be fitted:
- (a) in addition to the requirements of paragraph (1) of this Regulation with an oil discharge monitoring and control system complying with paragraph (5) of this Regulation; or

* Reference is made to the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by Resolution A.233 (VII).

† Reference is made to "Clean Seas Guide for Oil Tankers", published by the International Chamber of Shipping and the Oil Companies International Marine Forum.

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- (b) as alternatief vir die vereistes van paragraaf (1) en subparagraaf (2) (a) van hierdie Regulasie, met uitrusting vir die afskeiding van olierige water wat aan paragraaf (6) van hierdie Regulasie voldoen, asook met 'n doeltreffende filtreerstelsel wat aan paragraaf (7) van hierdie Regulasie voldoen.
- (3) Die Administrasie moet verseker dat skepe met 'n bruto tonnemaat van minder as 400 ton sover moontlik toegerus is om olie of olierige mengsels aan boord te hou of om dit ooreenkomstig die vereistes van Regulasie 9 (1) (b) van hierdie Aanhangsel uit te laat.
- (4) Wat bestaande skepe betref, word die vereistes van paragrafe (1), (2) en (3) van hierdie Regulasie drie jaar na die datum van inwerkingtreding van hierdie Konvensie van krag.
- (5) Die ontwerp van die olie-uitlaatmoniteer-en-beheerstelsel moet deur die Administrasie goedgekeur wees. By oorweging van die ontwerp van die olie-inhoudmeter wat in die stelsel gebruik gaan word, moet die Administrasie die spesifikasies wat deur die Organisasie aanbeveel word, in ag neem.* Die stelsel moet toegerus wees met 'n registreertoestel wat die olie-inhoud in dele per miljoen deurlopend registreer. Die data aldus geregistreer, moet identifiseerbaar wees volgens die tyd en datum van uitlating en moet minstens drie jaar lank bewaar word. Die olie-uitlaatmoniteer-en-beheerstelsel moet in werking kom wanneer afvloeisel in die see uitgelaat word en moet sodanig werk dat die uitlaat van 'n olierige mengsel outomaties stopgesit word sodra die oomblikstempo van uitlating van olie die tempo wat by Regulasie 9 (1) (a) van hierdie Aanhangsel toegelaat word, oorskry. 'n Onklaarraking van hierdie moniteer-en-beheerstelsel moet die uitlating stopsit en moet in die Olierekordboek aangeteken word. Die defektiewe eenheid moet herstel word voordat die olietenskip met sy volgende reis begin tensy dit na 'n herstelhawe onderweg is. Bestaande skepe moet voldoen aan al die bepalinge hierbo uiteengesit behalwe dat die uitlating deur middel van handbediende uitrusting stopgesit mag word.
- (6) Uitrusting vir die afskeiding van olierige water of 'n oliefiltererstelsel moet van 'n ontwerp wees wat deur die Administrasie goedgekeur is en moet sodanig wees dat dit verseker dat 'n olierige mengsel wat in die see uitgelaat word nadat dit deur die skeier- of filtreerstelsel gegaan het 'n olie-inhoud van nie meer as 100 dele per miljoen het nie. By oorweging van die ontwerp van sodanige toerusting, moet die Administrasie die spesifikasies wat deur die Organisasie aanbeveel is in ag neem.†
- (7) Die oliefiltererstelsel in paragraaf (2) (b) van hierdie Regulasie bedoel, moet 'n ontwerp hê wat deur die Administrasie goedgekeur is en moet sodanig wees dat dit die uitlating uit die skeidingstelsel opvang en 'n afvloeisel produseer waarvan die olie-inhoud nie 15 dele per miljoen oorskry nie. Die stelsel moet voorsien wees van 'n alarmstelsel wat aandui wanneer bogenoemde vlak nie gehandhaaf kan word nie.

Regulasie 17

Tenks vir Olieresidus's (Slyk)

- (1) Elke skip met 'n bruto tonnemaat van 400 ton of meer moet voorsien wees van 'n tenk of tenks wat groot genoeg is, wanneer die tipe masjinerie en lengte van die reis in ag geneem word, vir die opberging van die olierige residu's (slyk) waarmee daar nie op 'n ander wyse ooreenkomstig die vereistes van hierdie Aanhangsel gehandel kan word nie, byvoorbeeld residu's wat ontstaan as gevolg van die suiwering van brand- en smeerolie en olie lekkasies in die masjinerieruimtes.
- (2) Wat nuwe skepe betref, moet sodanige tenks so ontwerp en gebou wees dat dit die skoonmaak daarvan en die uitlaat van residu's in ontvangsfasiliteite vergemaklik. Bestaande skepe moet sover dit redelik en moontlik is, aan hierdie vereiste voldoen.

Regulasie 18

Pomp-, Pyp- en Uitlaatinrigtings van Olietenskepe

- (1) Elke olietenskip moet op die oop dek aan beide kante van die skip 'n uitlaatspruit hê wat aan ontvangsfasiliteite gekoppel kan word vir die uitlaat van vuilballaswater of oliebesoedelde water.
- (2) Elke olietenskip moet vir die uitlaat van afvloeisel wat ooreenkomstig Regulasie 9 van hierdie Aanhangsel in die see uitgelaat mag word, pypleidings hê wat loop tot op die oop dek of tot by die skip se kant bokant die waterlyn selfs wanneer die skip op sy diepste in ballas vaar. Verskillende pypinrigtings wat uitlating op die wyse toegelaat by subparagrafe (4) (a) en (b) van hierdie Regulasie moontlik maak, kan aanvaar word.
- (3) In nuwe olietenskepe moet middele voorsien word om die uitlaat van afvloeisel in die see stop te sit vanaf 'n plek op die boonste dek of hoër wat so geleë is dat die spruit in gebruik bedoel in paragraaf (1) van hierdie Regulasie en die afvloeisel vanuit die pypleidings in paragraaf (2) van hierdie Regulasie bedoel, met die oog waargeneem kan word. Middele om die uitlating stop te sit, hoef nie by die waarnemingsplek voorsien te word nie indien daar 'n positiewe kommunikasiestelsel soos 'n telefoon- of radiostelsel tussen die waarnemingsplek en die uitlaatbeheerplek aangelê is.
- (4) Alle uitlatings moet bokant die waterlyn plaasvind, behalwe in die volgende gevalle:
- (a) Geskeide ballas en skoon ballas kan onderkant die waterlyn uitgelaat word in hawens of by see-eindpunte.
- (b) Bestaande skepe wat nie sonder modifikasie geskeide ballas bokant die waterlyn kan uitlaat nie, mag geskeide ballas onderkant die waterlyn uitlaat, mits daar deur middel van 'n ondersoek van die tenk onmiddellik voordat uitlating plaasvind, vasgestel is dat geen besoedeling met olie plaasgevind het nie.

* Hier word verwys na die "Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters" soos deur die Organisasie aangeneem ingevolge Resolusie A.233(VII).

† Hier word verwys na die Aanbeveling oor Internasionale Prestasiespesifikasies vir Uitrusting vir die Afskeiding van Olierige Water en Olie-inhoudmeters wat ingevolge Resolusie A.233(VII) deur die Organisasie aangeneem is.

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- (b) as an alternative to the requirements of paragraph (1) and subparagraph (2) (a) of this Regulation, with an oily-water separating equipment complying with paragraph (6) of this Regulation and an effective filtering system, complying with paragraph (7) of this Regulation.
- (3) The Administration shall ensure that ships of less than 400 tons gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of Regulation 9 (1) (b) of this Annex.
- (4) For existing ships the requirements of paragraphs (1), (2) and (3) of this Regulation shall apply three years after the date of entry into force of the present Convention.
- (5) An oil discharge monitoring and control system shall be of a design approved by the Administration. In considering the design of the oil content meter to be incorporated into the system, the Administration shall have regard to the specification recommended by the Organization.* The system shall be fitted with a recording device to provide a continuous record of the oil content in parts per million. This record shall be identifiable as to time and date and shall be kept for at least three years. The monitoring and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the oil content of effluent exceeds that permitted by Regulation 9 (1) (b) of this Annex. Any failure of this monitoring and control system shall stop the discharge and be noted in the Oil Record Book. The defective unit shall be made operable before the ship commences its next voyage unless it is proceeding to a repair port. Existing ships shall comply with all of the provisions specified above except that the stopping of the discharge may be performed manually.
- (6) Oily-water separating equipment or an oil filtering system shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the separator or filtering systems shall have an oil content of not more than 100 parts per million. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization.
- (7) The oil filtering system referred to in paragraph (2) (b) of this Regulation shall be of a design approved by the Administration and shall be such that it will accept the discharge from the separating system and produce an effluent the oil content of which does not exceed 15 parts per million. It shall be provided with alarm arrangements to indicate when this level cannot be maintained.

Regulation 17*Tanks for Oil Residues (Sludge)*

- (1) Every ship of 400 tons gross tonnage and above shall be provided with a tank or tanks of adequate capacity, having regard to the type of machinery and length of voyage, to receive the oily residues (sludges) which cannot be dealt with otherwise in accordance with the requirements of this Annex, such as those resulting from the purification of fuel and lubricating oils and oil leakages in the machinery spaces.
- (2) In new ships, such tanks shall be designed and constructed so as to facilitate their cleaning and the discharge of residues to reception facilities. Existing ships shall comply with this requirement as far as is reasonable and practicable.

Regulation 18*Pumping, Piping and Discharge Arrangements of Oil Tankers*

- (1) In every oil tanker, a discharge manifold for connexion 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, pipelines for the discharge to the sea of effluent which may be permitted under Regulation 9 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 (4) (a) and (b) of this Regulation may be accepted.
- (3) In new oil tankers means shall be provided for stopping the discharge of effluent into the sea from a position on upper deck or above located so that the manifold in use referred to in paragraph (1) of this Regulation and the effluent 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 telephone or radio system is provided between the observation position and the discharge control position.
- (4) All discharges shall take place above the waterline except as follows:
- (a) Segregated ballast and clean ballast may be discharged below the waterline in ports or at offshore terminals.
- (b) Existing ships which, without modification, are not capable of discharging segregated ballast above the waterline may discharge segregated ballast below the waterline provided that an examination of the tank immediately before the discharge has established that no contamination with oil has taken place.

* Reference is made to the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by Resolution A.233(VII).

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Regulasie 19

Standaard-uitlaatkoppelstukke

Om dit moontlik te maak om pype van ontvangsfasiliteite te koppel aan die skip se uitlaatspyleiding vir residu's vanuit masjineriekimpe, moet beide leidings toegerus word met 'n standaard-uitlaatkoppelstuk ooreenkomstig die volgende tabel:

STANDAARDAFMETINGS VAN FLENSE VIR UITLAATKOPPELSTUKKE

Beskrywing	Afmeting
Buitediameter	215 mm
Binnediameter	Ooreenkomstig buitendiameter van pyp
Diameter van boutsirkel	183 mm
Gleuwe in flens	6 gate 22 mm in diameter ewe ver van mekaar gespasieer op 'n boutsirkel van bogenoemde diameter, met gleuwe tot by die buiterand van die flens. Die gleufbreedte moet 22 mm wees
Flensdikte	20 mm
Boute en moere: Hoeveelheid, diameter	6, elk 20 mm in diameter en van geskikte lengte
Die flens is ontwerp om pype met 'n maksimum binnediameter van 125 mm te akkommodeer en moet van staal of 'n ander gelykwaardige materiaal gemaak wees en 'n plat vlak hê. Hierdie flens, tesame met 'n pakstuk van oliebestande materiaal, moet geskik wees vir 'n werkdruk van 6 kg/cm ² .	

Regulasie 20

Olierekordboek

- (1) Elke olietenskip met 'n bruto tonnemaat van 150 ton of meer en elke skip met 'n bruto tonnemaat van 400 ton of meer, uitgesonderd 'n olietenskip, moet voorsien wees van 'n Olierekordboek, hetsy as deel van die skip se amptelike skeepsjoernaal of andersins, in die vorm in Byvoegsel III van hierdie Aanhangsel gespesifiseer.
- (2) Inskrywings moet op 'n tenk-tot-tenkbasis in die Olierekordboek gemaak word by elke geleentheid wanneer een van die volgende bedrywighede in die skip plaasvind:
 - (a) Vir olietenskepe
 - (i) laai van olievrag;
 - (ii) interne oorpasing van olievrag gedurende 'n reis;
 - (iii) oopmaak of afsluit, voor en na laai- en aflaaiwerkzaamhede, van kleppe of soortgelyke toestelle wat vragtenks onderling verbind;
 - (iv) oopmaak of afsluit van verbindingsmiddele tussen vragpype en seewaterballaspype;
 - (v) oopmaak of afsluit van skeepsykleppe voor, gedurende en na laai- en aflaaiwerkzaamhede;
 - (vi) aflaai van olievrag;
 - (vii) inneem van ballas in vragtenks;
 - (viii) skoonmaak van vragtenks;
 - (ix) uitlaat van ballas, behalwe vanuit geskeide ballas-tenks;
 - (x) uitlaat van water uit sloptenks;
 - (xi) wegdoen van residu's;
 - (xii) uitlaat oorboord van kimwater wat in masjinerieruimtes versamel het terwyl die skip in die hawe was, en die roetine-uitlating ter see van kimwater wat in masjinerieruimtes versamel het.
 - (b) Vir skepe, uitgesonderd olietenskepe
 - (i) inneem van ballas in, of skoonmaak van brandolietenks of olievragruimtes;
 - (ii) uitlaat van ballas of waswater uit tenks in (i) van hierdie subparagraaf bedoel;
 - (iii) wegdoen van residu's;
 - (iv) uitlaat oorboord van kimwater wat in masjinerieruimtes versamel het terwyl die skip in die hawe was, en die roetine-uitlating ter see van kimwater wat in masjinerieruimtes versamel het.
- (3) In die geval van sodanige uitlating van olie of 'n olierige mengsel soos in Regulasie 11 van hierdie Aanhangsel bedoel, of in die geval van 'n toevallige of ander buitengewone uitlating van olie wat nie deur daardie Regulasie gedek word nie, moet die omstandighede van en die redes vir die uitlating in die Olierekordboek uiteengesit word.
- (4) Elke bedrywigheid in paragraaf (2) van hierdie Regulasie beskryf, moet sonder versuim in volle besonderhede in die Olierekordboek aangeteken word sodat al die inskrywings wat op daardie werkzaamheid betrekking het volledig in die boek is. Elke afdeling van die boek moet onderteken word deur die offisier of offisiere in beheer van die betrokke bedrywighede en moet in 'n amptelike taal van die Staat wees wie se vlag die skip geregtig is om te voer, en, in die geval van skepe ten opsigte waarvan 'n Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling (1973) gehou word, in Engels of Frans. Die inskrywings in 'n amptelike landstaal van die Staat wie se vlag die skip geregtig is om te voer is deurslaggewend in die geval van 'n geskil of teenstrydigheid.
- (5) Die Olierekordboek moet op 'n plek gehou word waar dit te alle redelike tye gereedelik beskikbaar is vir inspeksie en moet, behalwe in die geval van onbemande skepe wat op sleeptou geneem is, aan boord van die skip gehou word. Dit moet bewaar word vir 'n tydperk van drie jaar nadat die laaste inskrywing gedoen is.
- (6) Die bevoegde owerheid van die Regering van 'n Party tot die Konvensie kan die Olierekordboek wat aan boord gehou word van 'n skip waarop hierdie Aanhangsel van toepassing is, inspekteer terwyl die

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Regulation 19*Standard Discharge Connexion*

To enable pipes of reception facilities to be connected with the ship's discharge pipeline for residues from machinery bilges, both lines shall be fitted with a standard discharge connexion in accordance with the following table:

STANDARD DIMENSIONS OF FLANGES FOR DISCHARGE CONNEXIONS

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes 22 mm in diameter equidistantly placed on a bolt circle of the above diameter, slotted to the flange periphery. The slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts: quantity diameter	6, each of 20 mm in diameter and of suitable length
The flange is designed to accept pipes up to a maximum internal diameter of 125 mm and shall be of steel or other equivalent material having a flat face. This flange, together with a gasket of oilproof material, shall be suitable for a service pressure of 6 kg/cm ² .	

Regulation 20*Oil Record Book*

- (1) Every oil tanker of 150 tons gross tonnage and above and every ship of 400 tons gross tonnage and above other than an oil tanker shall be provided with an Oil Record Book, whether as part of the ship's official log book or otherwise, the form specified in Appendix III to this Annex.
- (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 oil tankers
 - (i) loading of oil cargo;
 - (ii) internal transfer of oil cargo during voyage;
 - (iii) opening or closing before and after loading and unloading operations of valves or similar devices which inter-connect cargo tanks;
 - (iv) opening or closing of means of communication between cargo piping and seawater ballast piping;
 - (v) opening or closing of ships' side valves before, during and after loading and unloading operations;
 - (vi) unloading of oil cargo;
 - (vii) ballasting of cargo tanks;
 - (viii) cleaning of cargo tanks;
 - (ix) discharge of ballast except from segregated ballast tanks;
 - (x) discharge of water from slop tanks;
 - (xi) disposal of residues;
 - (xii) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.
 - (b) For ships other than oil tankers
 - (i) ballasting or cleaning of fuel oil tanks or oil cargo spaces;
 - (ii) discharge of ballast or cleaning water from tanks referred to under (i) of this sub-paragraph;
 - (iii) disposal of residues;
 - (iv) discharge overboard of bilge water which has accumulated in machinery spaces whilst in port, and the routine discharge at sea of bilge water which has accumulated in machinery spaces.
- (3) In the event of such discharge of oil or oily mixture as is referred to in Regulation 11 of this Annex or in the event of accidental or other exceptional discharge of oil not excepted by that Regulation, a statement shall be made in the Oil Record Book of the circumstances of, and the reasons for, the discharge.
- (4) Each operation described in paragraph (2) of this Regulation 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 section of the book shall be signed by the officer or officers in charge of the operations concerned and shall be in an official language of the State whose flag the ship is entitled to fly, and, for ships holding an International Oil Pollution Prevention Certificate (1973), in English or French. The entries in an official language of the State whose flag the ship is entitled to fly shall prevail in case of a dispute or discrepancy.
- (5) The Oil Record Book 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. It shall be preserved for a period of three years after the last entry has been made.
- (6) The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book on board any ship to which this Annex applies while the ship is in its port or offshore terminals

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skip in sy hawe of see-eindpunte is en kan 'n afskrif van enige inskrywing in sodanige boek maak en van die Gesagvoerder van die skip vereis om te sertifiseer dat die afskrif 'n ware afskrif van sodanige inskrywing is. 'n Afskrif wat aldus gemaak is en deur die Gesagvoerder van die skip gesertifiseer is as 'n ware afskrif van 'n inskrywing in die skip se Olie-rekordboek moet in enige geregtelike proses toelaatbaar wees as getuie van die feite wat in die inskrywing vermeld word. Die inspeksie van 'n Olie-rekordboek en die maak van 'n gesertifiseerde afskrif deur die bevoegde owerheid ooreenkomstig hierdie paragraaf moet so vinnig moontlik uitgevoer word sodat die skip nie oormatig vertraag word nie.

Regulasie 21

Spesiale Vereistes vir Boortorings en ander Platforms

Vaste en drywende boortorings wat gebruik word by die eksplorasië en eksplorasie van die minerale hulpbronne op die seabodem en die gepaardgaande prosessering ter see van sodanige minerale hulpbronne, asook ander platforms, moet voldoen aan die vereistes van hierdie Aanhangel wat van toepassing is op skepe met 'n bruto tonnemaat van 400 ton en meer, uitgesonderd olietenskepe, behalwe dat—

- (a) hulle sover doenlik toegerus moet wees met die uitrusting in Regulasies 16 en 17 van hierdie Aanhangel vereis;
- (b) hulle aantekening moet hou van alle werksaamhede wat die uitlating van olie of oliërige mengsels behels, in 'n vorm deur die Administrasie goedgekeur; en
- (c) dit in enige spesiale gebied en behoudens die bepalings van Regulasie 11 van hierdie Aanhangel, verbode is om olie of 'n oliërige mengsel in die see uit te laat behalwe wanneer die olie-inhoud van die uitlating sonder verdunning hoogstens 15 dele per miljoen is.

HOOFSTUK III — VOORSKRIFTE TER MINIMALISERING VAN OLIEBESOEDELING VANUIT
OLIETENKSKEPE TOE TE SKRYWE AAN SKADE AAN DIE SY EN BODEM

Regulasie 22

Aannames omtrent Skade

- (1) Vir die berekening van hipotetiese olie-uitvloei vanuit olietenskepe, word drie dimensies van die omvang van skade van 'n parallelepipedum op die sy en bodem van die skip as volg veronderstel. In die geval van bodemskade word twee toestande uiteengesit wat afsonderlik op genoemde dele van die olietenskip toegepas moet word.

(a) *Skade aan sy (e)*

(i) In die lengte (λ_e): $\frac{1}{3} L$ of 14.5 meter, wat ook al die kleinste is

(ii) In die dwarste (t_e): $\frac{B}{5}$ of 11.5 meter, wat ook al die kleinste is

(binneboords gemeet van die skeepsboord af reghoekig op die middellyn op die hoogte wat ooreenstem met die vasgestelde somer-vryboord)

(iii) Vertikaal (v_e): van die basislyn af boontoe sonder beperking

(b) *Bodemskade*

Vir $0,3L$ van die voorloodlyn van die skip af

Enige ander deel van die skip

(i) In die lengte (λ_s): $\frac{L}{10}$ of 5 meter, wat ook al die kleinste is

(ii) In die dwarste (t_s): $\frac{B}{6}$ of 10 meter, 5 meter
wat ook al die kleinste is, maar nie kleiner as 5 meter nie

(iii) Vertikaal van die basislyn af (v_s): $\frac{B}{15}$ of 6 meter, wat ook al die kleinste is

- (2) Waar die simbole wat in hierdie Regulasie aangegee word ook al in hierdie Hoofstuk voorkom, het hulle dieselfde betekenis as wat in hierdie Regulasie daaraan toegeken is.

Regulasie 23

Hipotetiese Uitvloei van Olie

- (1) Die hipotetiese uitvloei van olie in die geval van syskade (O_s) en bodemskade (O_b) moet ooreenkomstig die volgende formules bereken word ten opsigte van afdelings wat 'n breuk gekry het as gevolg van skade op alle moontlike plekke met die lengte van die skip langs van die omvang soos omskryf in Regulasie 22 van hierdie Aanhangel.

(a) *vir syskade:*

$$O_s = \sum W_i + \sum K_i C_i \dots\dots\dots (I)$$

(b) *vir bodemskade:*

$$O_b = \frac{1}{3} (\sum Z_i W_i + \sum Z_i C_i) \dots\dots\dots (II)$$

waar: W_i = volume in kubieke meter van 'n sytenk ten opsigte waarvan veronderstel word dat dit 'n breuk het as gevolg van die skade soos in Regulasie 22 van hierdie Aanhangel gespesifiseer; W_i vir 'n geskeide ballas-tenk kan as gelyk aan nul gereken word,

C_i = volume in kubieke meter van 'n middeltenk ten opsigte waarvan veronderstel word dat dit 'n breuk het as gevolg van die skade soos in Regulasie 22 van hierdie Aanhangel gespesifiseer; C_i vir 'n geskeide ballas-tenk kan as gelyk aan nul gereken word,

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and may make a copy of any 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 has 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. The inspection of an Oil Record Book and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

Regulation 21

Special Requirements for Drilling Rigs and other Platforms

Fixed and floating drilling rigs when engaged in the exploration, exploitation and associated offshore processing of seabed mineral resources and other platforms shall comply with the requirements of this Annex applicable to ships of 400 tons gross tonnage and above other than oil tankers, except that:

- (a) they shall be equipped as far as practicable with the installations required in Regulations 16 and 17 of this Annex;
- (b) they shall keep a record of all operations involving oil or oily mixture discharges, in a form approved by the Administration; and
- (c) in any special area and subject to the provisions of Regulation 11 of this Annex, the discharge into the sea of oil or oily mixture shall be prohibited except when the oil content of the discharge without dilution does not exceed 15 parts per million.

CHAPTER III — REQUIREMENTS FOR MINIMIZING OIL POLLUTION FROM OIL TANKERS DUE
TO SIDE AND BOTTOM DAMAGES

Regulation 22

Damage Assumptions

- (1) For the purpose of calculating hypothetical oil outflow from oil tankers, three dimensions of the extent of damage of a parallelepiped on the side and bottom of the ship are assumed as follows. In the case of bottom damages two conditions are set forth to be applied individually to the stated portions of the oil tanker.

(a) *Side damage*

- (i) Longitudinal extent (λ_c): $\frac{1}{3} L$ or 14.5 metres, whichever is less
- (ii) Transverse extent (t_c): $\frac{B}{5}$ or 11.5 metres, whichever is less
(inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard)
- (iii) Vertical extent (v_c): from the base line upwards without limit

(b) *Bottom damage*

For $0.3L$ from the forward perpendicular of the ship

Any other part of the ship

- (i) Longitudinal extent (λ_b): $\frac{L}{10}$ $\frac{L}{10}$ or 5 metres, whichever is less
- (ii) Transverse extent (t_b): $\frac{B}{6}$ or 10 metres 5 metres
whichever is less but not less than 5 metres
- (iii) Vertical extent from the base line (v_b): $\frac{B}{15}$ or 6 metres, whichever is less

- (2) Wherever the symbols given in this Regulation appear in this Chapter, they have the meaning as defined in this Regulation.

Regulation 23

Hypothetical Outflow of Oil

- (1) The hypothetical outflow of oil in the case of side damage (O_s) and bottom damage (O_b) shall be calculated by the following formulae with respect to compartments breached by damage to all conceivable locations along the length of the ship to the extent as defined in Regulation 22 of this Annex.

$$(a) \text{ for side damages: } O_s = \sum W_i + \sum K_i C_i \dots\dots\dots (I)$$

$$(b) \text{ for bottom damages: } O_b = \frac{1}{2} (\sum Z_i W_i + \sum Z_i C_i) \dots\dots\dots (II)$$

where: W_i = volume of a wing tank in cubic metres assumed to be breached by the damage as specified in Regulation 22 of this Annex; W_i for a segregated ballast tank may be taken equal to zero,

C_i = volume of a centre tank in cubic metres assumed to be breached by the damage as specified in Regulation 22 of this Annex; C_i for a segregated ballast tank may be taken equal to zero,

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$K_i = 1 - \frac{b_i}{t_e}$ wanneer b_i gelyk is aan of groter is as t_e , word K_i gereken as gelyk aan nul,

$Z_i = 1 - \frac{h_i}{v_i}$ wanneer h_i gelyk is aan of groter is as v_i , word Z_i gereken gelyk aan nul,

b_i = wydte in meter van betrokke sytenk gemeet binneboords van die skeepsboord af, reghoekig op die middellyn op die hoogte wat ooreenstem met die vasgestelde somervryboord,

h_i = minimum diepte in meter van die betrokke dubbele bome; waar 'n dubbele boom nie aangebring is nie, word h_i gereken as gelyk aan nul.

Waar simbole wat in hierdie paragraaf aangegee word ook al in hierdie hoofstuk voorkom, het hulle dieselfde betekenis as wat in hierdie paragraaf daaraan toegeken is.

- (2) Indien 'n leë ruimte of geskeide ballas-tenk met 'n lengte van minder as λ_c soos omskryf in Regulasie 22 van hierdie Aanhangsel tussen oliesytenks geleë is, kan O_s in formule (I) bereken word op die basis van volume W_i synde die werklike volume van een sodanige tenk (waar hulle dieselfde kapasiteit het) of die kleinste van die twee tenks (indien hulle nie dieselfde kapasiteit het nie) aangrensend aan sodanige ruimte, vermenigvuldig met S_i soos hieronder omskryf, terwyl die waarde van die werklike volle volume geneem word vir alle ander sytenks in sodanige botsing betrokke:

$$S_i = 1 - \frac{\lambda_i}{\lambda_c}$$

waar λ_i = lengte in meter van die betrokke leë ruimte of geskeide ballas-tenk.

- (3) (a) Minderling word slegs toegestaan ten opsigte van dubbelboomtenks wat òf leeg is òf skoon water bevat wanneer frag in die tenks daarbo vervoer word.
- (b) Waar die dubbele boom nie oor die hele lengte en breedte van die betrokke tenk strek nie, word die dubbele boom geag nie te bestaan nie en word die volume van die tenks bokant die gebied van die bodemskade by formule (II) ingesluit, selfs al word die tenk geag nie 'n breuk te hê nie as gevolg van die installering van sodanige gedeeltelike dubbele boom.
- (c) By die bepaling van waarde h_i kan suigputte buite rekening gelaat word mits sodanige putte nie 'n uitermate groot oppervlakte beslaan nie en oor 'n minimum afstand onderkant die tenk heen strek en in geen geval meer as die helfte van die hoogte van die dubbele boom nie. Indien so 'n put dieper is as die helfte van die hoogte van die dubbele boom, word h_i gereken gelyk aan die hoogte van die dubbele boom minus die hoogte van die put.
- Indien pype wat na sodanige putte lei, binne-in die dubbele boom geïnstalleer is, moet die pype kleppe of ander afsluitmiddele hê by die punt van verbinding met die tenk ten einde olie-uitvloeiing te verhoed indien die pype beskadig word. Sodanige pype moet so hoog moontlik bo die bodemhuid geïnstalleer word. Wanneer die tenk 'n frag olie bevat, moet hierdie kleppe ter see gesluit gehou word, behalwe dat hulle oopgemaak mag word slegs vir die oorpasing van frag ten einde die skip te trim.
- (4) In die geval waar bodemskade vier middeltenks gelyktydig affekteer, kan die waarde van O_s bereken word ooreenkomstig die formule
- $$O_s = \frac{1}{4} (\sum Z_i W_i + \sum Z_i C_i) \dots \dots \dots (III)$$
- (5) 'n Administrasie kan aanneem dat olie-uitvloei in die geval van bodemskade verminder sal word deur 'n geïnstalleerde fragoorpasingstelsel wat 'n noodeenheid met 'n hoë suigrag in elke olievragtenk het en in staat is om olie uit 'n tenk of tenks met 'n breuk in oor te plaas na geskeide-ballastenks of na beskikbare fragtenks indien die versekering gegee kan word dat sodanige tenks voldoende vrye ruimte sal hê. Of minderling vir so 'n stelsel toegestaan sal word, hang daarvan af of dit die vermoë het om binne twee uur 'n hoeveelheid olie oor te plaas wat gelyk is aan die helfte van die inhoud van die grootste van die betrokke tenks met breuke in en of die ballas- of fragtenks voldoende kapasiteit het om die olie te ontvang. Minderling is beperk tot die berekening van O_s ooreenkomstig formule (III). Die pype vir sodanige suigteenheid moet geïnstalleer word op ten minste die hoogte van die vertikale strekking van die bodemskade v_s . Die Administrasie moet aan die Organisasie inligting verstrek oor die reëlings wat deur hom aanvaar is, sodat dit na ander Partye by die Konvensie omgestuur kan word.

Regulasie 24

Beperking van Grootte en Inrigting van Vragtenks

- (1) Elke nuwe olietenkskip moet aan die bepalings van hierdie Regulasie voldoen. Elke bestaande olietenkskip moet binne twee jaar na die datum van inwerkingtreding van hierdie Konvensie aan die bepalings van hierdie Regulasie voldoen indien sodanige tenkskip in een van die volgende twee kategorieë val:
- (a) 'n tenkskip waarvan die lewering na 1 Januarie 1977 geskied; of
- (b) 'n tenkskip waarop albei die volgende bepalings van toepassing is:
- (i) lewering geskied nie later as 1 Januarie 1977 nie; en
- (ii) die boukontrak word na 1 Januarie 1974 gesluit, of in gevalle waar geen boukontrak voorheen gesluit is nie, die kiel gelê word of die tenkskip in 'n dergelike stadium van konstruksie is na 30 Januarie 1974.
- (2) Vragtenks van olietenkskepe moet van sodanige grootte wees en sodanig ingerig wees dat die hipotetiese uitvloei O_s of O_v bereken ooreenkomstig die bepalings van Regulasie 23 van hierdie Aanhangsel op enige plek in die lengte van die skip nie meer is nie as 30 000 kubieke meter of $400 \sqrt{DW}$, wat ook al die grootste is, maar onderworpe aan 'n maksimum van 40 000 kubieke meter.
- (3) Die volume van enige olievragtenk van 'n olietenkskip mag nie 75% oorskry nie van die perke van die hipotetiese olie-uitvloei bedoel in paragraaf (2) van hierdie Regulasie. Die volume van enige olievragtenk mag nie 50 000 kubieke meter oorskry nie. Wat betref olietenkskepe met geskeide ballas soos in Regulasie 13 van hierdie Aanhangsel omskryf, mag die toegelate volume van 'n olievragtenk geleë tussen twee geskeide-ballastenks wat elk λ_c in lengte oorskry, egter verhoog word tot die maksimum perk van hipotetiese olie-uitvloei, mits die wydte van die sytenks t_e te bowe gaan.
- (4) Die lengte van elke vragtenk mag nie meer wees nie as 10 meter of een van die volgende waardes, wat ook al die grootste is:
- (a) waar daar nie 'n langsskot aangebring is nie: 0.1L

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$$K_t = 1 - \frac{b_i}{t_e} \text{ when } b_i \text{ is equal to or greater than } t_e, K_t \text{ shall be taken equal to zero,}$$

$$Z_i = 1 - \frac{h_i}{v_s} \text{ when } h_i \text{ is equal to or greater than } v_s, Z_i \text{ shall be taken equal to zero,}$$

b_i = width of wing tank in metres under consideration measured inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard,

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

Whenever symbols given in this paragraph appear in this Chapter, they have the meaning as defined in this Regulation.

- (2) If a void space or segregated ballast tank of a length less than λ_c as defined in Regulation 22 of this Annex is located between wing oil tanks, O_c in formula (I) 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.

$$S_i = 1 - \frac{\lambda_i}{\lambda_c}$$

where λ_i = length in metres of void space or segregated ballast tank under consideration.

- (3) (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 bottom damage shall be included in formula (II) 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 taken 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 connexion to the tank served to prevent oil outflow in the event of damage to the piping. Such piping shall be installed as high from the bottom shell as possible. These valves shall be kept closed at sea at any time when the tank contains oil cargo, except that they may be opened only for cargo transfer needed for the purpose of trimming of the ship.

- (4) In the case where bottom damage simultaneously involves four centre tanks, the value of O_c may be calculated according to the formula

$$O_c = \frac{1}{4} (\sum Z_i W_i + \sum Z_i C_i) \dots \dots \dots (III)$$

- (5) An Administration may credit as reducing oil outflow in case of bottom damage, an installed cargo transfer system having an emergency high suction in each cargo oil tank, capable of transferring from a breached 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_c according to formula (III). The pipes for such suctions shall be installed at least at a height not less than the vertical extent of the bottom damage v_s . The Administration shall supply the Organisation with the information concerning the arrangements accepted by it, for circulation to other Parties to the Convention.

Regulation 24

Limitation of Size and Arrangements of Cargo Tanks

- (1) Every new oil tanker shall comply with the provision of this Regulation. Every existing oil tanker shall be required, within two years after the date of entry into force of the present Convention, to comply with the provisions of this Regulation if 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 1974, 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 1974.
- (2) Cargo tanks of oil tankers shall be of such size and arrangements that the hypothetical outflow O_c or O_i calculated in accordance with the provisions of Regulation 23 of this Annex anywhere in the length of the ship does not exceed 30 000 cubic metres or $400 \sqrt[3]{D \cdot W}$, whichever is the greater, but subject to a maximum of 40 000 cubic metres.
- (3) The volume of any one wing cargo oil tank of an oil tanker shall not exceed seventy-five per cent of the limits of the hypothetical oil outflow referred to in paragraph (2) of this Regulation. The volume of any one centre cargo oil tank shall not exceed 50 000 cubic metres. However, in segregated ballast oil tankers as defined in Regulation 13 of this Annex, the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding λ_c in length, may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds t_e .
- (4) The length of each cargo 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

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- (b) waar 'n langsskot slegs by die middellyn aangebring is:
0.15L
- (c) waar twee of meer langsskotte aangebring is:
- (i) vir sytenks:
0.2L
 - (ii) vir middeltenks:
 - (1) indien $\frac{b_i}{B}$ gelyk is aan of groter is as $\frac{1}{3}$:
0.2L
 - (2) indien $\frac{b_i}{B}$ kleiner is as $\frac{1}{3}$:
— waar daar nie 'n langsskot op die middellyn aangebring is nie:
 $(0.5 \frac{b_i}{B} + 0.1)L$
— waar 'n langsskot op die middellyn aangebring is:
 $(0.25 \frac{b_i}{B} + 0.15)L$
- (5) Ten einde nie die volumeperke ingestel deur paragrawe (2), (3) en (4) van hierdie regulasie te oorskry nie en ongeag die aanvaarde tipe vragoorplasingstelsel wat geïnstalleer is, moet kleppe of ander soortgelyke sluittoestelle voorsien word om die tenks van mekaar te skei in gevalle waar sodanige stelsel twee of meer vragtenks onderling verbind. Hierdie kleppe of toestelle moet toe wees wanneer die tenkskip ter see is.
- (6) Pyplyne wat deur vragtenks loop op 'n plek minder as t_c van die skip se sy af of minder as v_c van die skip se boom af moet voorsien wees van kleppe of soortgelyke sluittoestelle by die punte waar hulle in vragtenks uitmond. Hierdie kleppe moet te alle tye wanneer die tenks vragolie bevat, ter see toegehou word, behalwe dat hulle oopgemaak kan word slegs vir die oorplasing van vrag ten einde die skip te trim.

Regulasie 25

Indeling en Stabiliteit

- (1) Elke nuwe olietenskip moet voldoen aan die indelings- en skadestabiliteitskriteria soos gespesifiseer in paragraaf (3) van hierdie Regulasie, ná die veronderstelde sy- of bodembeskadiging soos gespesifiseer in paragraaf (2) van hierdie Regulasie, vir 'n reisdiepgang wat werklike gedeeltelike of volvragtoestande weerspieël in ooreenstemming met die trim en sterkte van die skip asook die soortlike gewigte van die vrag. Sodanige skadeberekening moet soos volg toegepas word op alle denkbare plekke met die lengte van die skip langs:
- (a) by tenkskepe met 'n lengte van meer as 225 meter, enige plek in die lengte van die skip;
 - (b) by tenkskepe wat langer as 150 meter is, maar nie meer as 225 meter lank is nie, enige plek in die lengte van die skip uitgesonderd die agter- of voorskot wat die masjinerieruimte begrens wat agter geleë is. Die masjinerieruimte word as 'n enkele oorstroombare afdeling behandel;
 - (c) by tenkskepe wat nie langer as 150 meter is nie, enige plek in die skip se lengte tussen aanliggende dwarsskotte met uitsondering van die masjinerieruimte. Vir tenkskepe met 'n lengte van 100 meter of minder waar daar nie aan al die vereistes van paragraaf (3) van hierdie Regulasie voldoen kan word sonder om die bedryfskwaliteite van die skip wesentlik aan te tas nie, kan Administrasies toelaat dat hierdie vereistes verslap word.
- In gevalle waar die tenkskip nie olie, uitgesonderd olieresidu's, in vragtenks vervoer nie, word ballas-toestande nie in aanmerking geneem nie.
- (2) Die volgende bepalinge rakende die omvang en die aard van die veronderstelde skade is van toepassing:
- (a) Die omvang van sy- of bodemskade word bereken soos in Regulasie 22 van hierdie Aanhangsel gespesifiseer, behalwe dat die lengte-omvang van bodemskade binne 0.3L van die voorloodyn dieselfde is as vir syskade, soos in Regulasie 22 (1) (a) (i) van hierdie Aanhangsel gespesifiseer. Indien skade van 'n kleiner omvang 'n ernstiger toestand tot gevolg het, moet sodanige skade veronderstel word.
 - (b) Waar die skade waarby dwarsskotte betrokke is, veronderstel word soos in subparagraaf (1) (a) en (b) van hierdie Regulasie gespesifiseer, moet waterdigte dwarsskotte op 'n afstand van mekaar af wees wat minstens gelyk is aan die lengte-omvang van veronderstelde skade in subparagraaf (a) van hierdie paragraaf gespesifiseer ten einde as doeltreffend beskou te kan word. In gevalle waar dwarsskotte nader aan mekaar geleë is, moet een of meer van hierdie skotte binne sodanige omvang van skade veronderstel word nie te bestaan nie vir doeleindes van die berekening van oorstroombare afdelings.
 - (c) Waar die skade tussen aanliggende waterdigte dwarskotte veronderstel word soos in subparagraaf (1) (c) van hierdie Regulasie gespesifiseer, moet geen hoofdwarskot of 'n dwarsskot wat sytenks of dubbelboomtenks begrens, veronderstel word beskadig te wees nie, tensy—
 - (i) die afstande tussen die aangrensende skotte kleiner is as die lengte-omvang van veronderstelde skade in subparagraaf (a) van hierdie paragraaf gespesifiseer; of
 - (ii) daar 'n verspringing of 'n nis in 'n dwarsskot van meer as 3.05 meter in lengte is, geleë binne die omvang van penetrasie van veronderstelde skade. Die verspringing wat gevorm word deur die agterpiekskot en die bokant van die agterpiektenk word by die toepassing van hierdie Regulasie nie as 'n verspringing beskou nie.
 - (d) Indien pype, leipype of tonnels binne die veronderstelde omvang van skade geleë is, moet reëlins getref word sodat 'n toenemende vloed nie daardeur ander afdelings kan binnedring nie uitgesonderd dié wat veronderstel word oorstroombaar te wees vir elke geval van skade.
- (3) Olietenskepe word geag aan die skadestabiliteitskriteria te voldoen indien daar aan die volgende vereistes voldoen word:

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- (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 $\frac{b_1}{B}$ is equal to or greater than $\frac{1}{2}$:
0.2L
 - (2) if $\frac{b_1}{B}$ is less than $\frac{1}{2}$:
 - where no centreline longitudinal bulkhead is provided:
 $(0.5 \frac{b_1}{B} + 0.1)L$
 - where a centreline longitudinal bulkhead is provided:
 $(0.25 \frac{b_1}{B} + 0.15)L$
- (5) In order not to exceed the volume limits established by paragraphs (2), (3) and (4) of this Regulation and irrespective of the accepted type of cargo transfer system installed, when such system inter-connects two or more cargo tanks, valves or other similar closing devices shall be provided for separating the tanks from each other. These valves or devices shall be closed when the tanker is at sea.
- (6) Lines of piping which run through cargo tanks in a position less than t_c from the ship's side or less than v_c from the ship's bottom shall be fitted with valves or similar closing devices at the point at which they open into any cargo tank. These valves shall be kept closed at sea at any time when the tanks contain cargo oil, except that they may be opened only for cargo transfer needed for the purpose of trimming of the ship.

Regulation 25

Subdivision and Stability

- (1) Every new oil tanker shall comply with the subdivision and damage stability criteria as specified in paragraph (3) of this Regulation, after the assumed side or bottom damage as specified in paragraph (2) of this Regulation, for any operating draught reflecting actual partial or full load conditions consistent with trim and strength of the ship as well as specific gravities of the cargo. Such damage shall be applied to all conceivable locations along the length of the ship as follows:
 - (a) in tankers of more than 225 metres in length, anywhere in the ship's length;
 - (b) in tankers of more than 150 metres, but not exceeding 225 metres in length, anywhere in the ship's length except involving either after or forward bulkhead bounding the machinery space located aft. The machinery space shall be treated as a single floodable compartment;
 - (c) in tankers not exceeding 150 metres in length, anywhere in the ship's length between adjacent transverse bulkheads with the exception of the machinery space. For tankers of 100 metres or less in length where all requirements of paragraph (3) of this Regulation cannot be fulfilled without materially impairing the operational qualities of the ship, Administrations may allow relaxations from these requirements.
- Ballast conditions where the tanker is not carrying oil in cargo tanks excluding any oil residues, shall not be considered.
- (2) The following provisions regarding the extent and the character of the assumed damage shall apply:
 - (a) The extent of side or bottom damage shall be as specified in Regulation 22 of this Annex, except that the longitudinal extent of bottom damage within 0.3L from the forward perpendicular shall be the same as for side damage, as specified in Regulation 22 (1) (a) (i) of this Annex. If any damage of lesser extent results in a more severe condition such damage shall be assumed.
 - (b) Where the damage involving transverse bulkheads is envisaged as specified in sub-paragraphs (1) (a) and (b) of this Regulation, transverse watertight bulkheads shall be spaced at least at a distance equal to the longitudinal extent of assumed damage specified in sub-paragraph (a) of this paragraph in order to be considered effective. Where transverse bulkheads are spaced at a lesser distance, one or more of these bulkheads within such extent of damage shall be assumed as non-existent for the purpose of determining flooded compartments.
 - (c) Where the damage between adjacent transverse watertight bulkheads is envisaged as specified in sub-paragraph (1) (c) of this Regulation, no main transverse bulkhead or a transverse bulkhead bounding side tanks or double bottom tanks shall be assumed damaged, unless:
 - (i) the spacing of the adjacent bulkheads is less than the longitudinal extent of assumed damage specified in sub-paragraph (a) of this paragraph; or
 - (ii) there is a step or a recess in a transverse bulkhead of more than 3.05 metres in length, located within the extent of penetration of assumed damage. The step formed by the after peak bulkhead and after peak tank top shall not be regarded as a step for the purpose of this Regulation.
 - (d) If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements shall be made so that progressive flooding cannot thereby extend to compartments other than those assumed to be floodable for each case of damage.
 - (3) Oil tankers shall be regarded as complying with the damage stability criteria if the following requirements are met:

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- (a) Die finale waterlyn moet, met inagneming van die graad van sinking, die slagsy en die trim, onderkant die onderste rand wees van 'n opening waardeur toenemende oorstroming mag plaasvind. Sodanige openinge sluit lugtype in asook dié wat deur middel van weerbestande deure of luikhoofde gesluit word en kan dié openinge uitsluit wat gesluit word deur middel van waterdigte mangatdeksels en versonke luike, klein waterdigte vragtenkluike wat die hoë integriteit van die dek handhaaf, afstandsbeheerde waterdigte skuifdeure, en patryspoorte van die tipe wat nie oopgemaak kan word nie.
- (b) In die finale stadium van oorstroming moet die slagsyhoek te wyte aan onsimmetriese oorstroming nie 25 grade oorskry nie, met dien verstande dat hierdie hoek tot 30 grade verhoog kan word indien 'n dekrand nie onder water gesit sal word nie.
- (c) Die stabiliteit in die finale stadium van oorstroming moet ondersoek word en kan as voldoende beskou word indien die oprighefkragskromme 'n strek het van minstens 20 grade verby die ewewigsposisie tesame met 'n maksimum oorblywende oprighefkrags van minstens 0.1 meter. Die Administrasie moet die potensiële gevaar in ag neem van beskermdes of onbeskermdes openinge wat tydelik ingedompel kan raak binne die strek van oorblywende stabiliteit.
- (d) Die Administrasie moet oortuig wees dat die stabiliteit voldoende is gedurende tussenstadiums van oorstroming.
- (4) Die vereistes van paragraaf (1) van hierdie Regulasie moet bevestig word deur berekeninge wat die volgende in ag neem: Die ontwerpkenmerke van die skip, die inrigtings, konfigurasie en inhoud van die beskadigde afdelings en die verspreiding, soortlike gewigte en vryoppervlakeffek van vloeistowwe. Die berekeninge moet op die volgende gebaseer wees:
- (a) Rekening moet gehou word met enige leë of gedeeltelik gevulde tenk, die soortlike gewig van vrage aan boord, asook enige uitvloeie van vloeistowwe vanuit beskadigde afdelings.
- (b) Die deurlatendheid word soos volg veronderstel:
- | <i>Ruimtes</i> | <i>Deurlatendheid</i> |
|-------------------------------------|-----------------------|
| Vir voorrade toegewys | 0.60 |
| Deur akkommodasie in beslag geneem | 0.95 |
| Deur masjinerie in beslag geneem | 0.85 |
| Onbeset | 0.95 |
| Vir verbruikbare vloeistowwe bedoel | 0 of 0.95* |
| Vir ander vloeistowwe bedoel | 0 tot 0.95** |
- * Watter een ook al die strengste vereistes tot gevolg het.
- ** Die deurlatendheid van gedeeltelik gevulde afdelings moet strook met die hoeveelheid vloeistof wat vervoer word.
- (c) Die dryfvermoë van enige bobou direk bokant die syskade moet buite rekening gelaat word. Die nie-oorstroomde gedeeltes van die bobou onderkant die omvang van skade kan egter in aanmerking geneem word, mits hulle van die beskadigde ruimte geskei is deur middel van waterdigte skotte en daar ten opsigte van hierdie onbeskadigde ruimtes voldoen word aan die vereistes van subparagraaf (3) (a) van hierdie Regulasie. Waterdigte skarnierdeure in waterdigte skotte in die bobou is aanvaarbaar.
- (d) Die vryoppervlakeffek moet bereken word teen 'n slagsyhoek van 5 grade vir elke individuele afdeling. Die Administrasie kan vereis of toelaat dat die vryoppervlakkorreksies bereken word teen 'n slagsyhoek groter as 5 grade vir gedeeltelik gevulde tenks.
- (e) Wanneer die effek van vry oppervlakke van verbruikbare vloeistowwe bereken word, moet veronderstel word dat vir elke tipe vloeistof ten minste een paar dwarstenks of 'n enkele middeltenk 'n vry oppervlak het, en die tenk of kombinasie van tenks wat in berekening gebring moet word, is dié waar die effek van vry oppervlakke die grootste is.
- (5) Die Gesagvoerder van elke olietenskip en die persoon wat beheer voer oor 'n nie-selfgedrewe olietenskip waarop hierdie Aanhangel van toepassing is, moet in 'n goedgekeurde vorm voorsien word van:
- (a) inligting met betrekking tot die laai en verspreiding van vrag ten einde aan die bepalings van hierdie Regulasie te voldoen; en
- (b) data oor die mate waarin die skip voldoen aan die skadestabiliteitskriteria soos deur hierdie Regulasie bepaal, met inbegrip van die uitwerking van verslappings wat toegelaat is ooreenkomstig subparagraaf (1) (c) van hierdie Regulasie.

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- (a) The final waterline, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air pipes and those which are closed by means of weathertight doors or hatch covers and may exclude those openings closed by means of watertight manhole covers and flush scuttles, small watertight cargo tank hatch covers which maintain the high integrity of the deck, remotely operated watertight sliding doors, and side scuttles of the non-opening type.
- (b) In the final stage of flooding, the angle of heel due to unsymmetrical flooding shall not exceed 25 degrees, provided that this angle may be increased up to 30 degrees if no deck edge immersion occurs.
- (c) The stability in the final stage of flooding shall be investigated and may be regarded as sufficient if the righting lever curve has at least a range of 20 degrees beyond the position of equilibrium in association with a maximum residual righting lever of at least 0.1 metre. The Administration shall give consideration to the potential hazard presented by protected or unprotected openings which may become temporarily immersed within the range of residual stability.
- (d) The Administration shall be satisfied that the stability is sufficient during intermediate stages of flooding.
- (4) The requirements of paragraph (1) of this Regulation shall be confirmed by calculations which take into consideration the design characteristics of the ship, the arrangements, configuration and contents of the damaged compartments; and the distribution, specific gravities and the free surface effect of liquids. The calculations shall be based on the following:
- (a) Account shall be taken of any empty or partially filled tank, the specific gravity of cargoes carried, as well as any outflow of liquids from damaged compartments.
- (b) The permeabilities are assumed as follows:
- | <i>Spaces</i> | <i>Permeability</i> |
|---------------------------------|---------------------|
| Appropriated to stores | 0.60 |
| Occupied by accommodation | 0.95 |
| Occupied by machinery | 0.85 |
| Voids | 0.95 |
| Intended for consumable liquids | 0 or 0.95* |
| Intended for other liquids | 0 to 0.95** |
- * Whichever results in the more severe requirements.
- ** The permeability of partially filled compartments shall be consistent with the amount of liquid carried.
- (c) The buoyancy in any superstructure directly above the side damage shall be disregarded. The unflooded parts of superstructures beyond the extent of damage, however, may be taken into consideration provided that they are separated from the damaged space by watertight bulkheads and the requirements of sub-paragraph (3) (a) of this Regulation in respect of these intact spaces are complied with. Hinged watertight doors may be acceptable in watertight bulkheads in the superstructure.
- (d) The free surface effect shall be calculated at an angle of heel of 5 degrees for each individual compartment. The Administration may require or allow the free surface corrections to be calculated at an angle of heel greater than 5 degrees for partially filled tanks.
- (e) In calculating the effect of free surfaces of consumable liquids it shall be assumed that, for each type of liquid at least one transverse pair or a single centreline tank has a free surface and the tank or combination of tanks to be taken into account shall be those where the effect of free surfaces is the greatest.
- (5) The Master of every oil tanker and the person in charge of a non-self-propelled oil tanker to which this Annex applies shall be supplied in an approved form with:
- (a) information relative to loading and distribution of cargo necessary to ensure compliance with the provisions of this Regulation; and
- (b) data on the ability of the ship to comply with damage stability criteria as determined by this Regulation, including the effect of relaxations that may have been allowed under sub-paragraph (1) (c) of this Regulation.

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Byvoegsel I

LYS VAN OLIES*

Asfaltoplossings
Mengmateriale
Roofers Flux
Enkeldistillaatresidu

Olies

Verhelderde
Ru-olie
Mengsels wat ru-olie bevat
Dieselolie
Brandolie No. 4
Brandolie No. 5
Brandolie No. 6
Residu-brandolie
Pad-olie
Transformator-olie
Aromatiese Olie (uitgesonderd plantolie)
Smeerolies en Mengolies
Minerale olie
Motorolie
Penetreerolie
Spilsmeer-olie
Turbine-olie

Distillate

Enkeldistillaat
Snelgedistilleerde voermateriale

Gasolie

Gekraakte olie

Petrol-mengmateriale

Alkilate—brandstof
Reformate
Polimeer—brandstof

Petrol

Putgas (natuurlik)
Motor
Vliegtuig
Enkeldistillaat
Brandolie No. 1 (Kerosen)
Brandolie No. 1-D
Brandolie No. 2
Brandolie No. 2-D

Stralerbrandstof

JP-1 (Kerosen)
JP-3
JP-4
JP-5 (Kerosen, Swaar)
Turbobrandstof
Kerosen
Mineraalspiritus

Nafta

Oplosmiddel
Petroleum
Kernfraksiedistillaat-olie

* Die lys van olies moet nie noodwendig as volledig beskou word nie.

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Appendix I
LIST OF OILS***Asphalt solutions**

Blending Stocks
Roofers Flux
Straight Run Residue

Oils

Clarified
Crude Oil
Mixtures containing crude oil
Diesel Oil
Fuel Oil No. 4
Fuel Oil No. 5
Fuel Oil No. 6
Residual Fuel Oil
Road Oil
Transformer Oil
Aromatic Oil (excluding vegetable oil)
Lubricating Oils and Blending Stocks
Mineral Oil
Motor Oil
Penetrating Oil
Spindle Oil
Turbine Oil

Distillates

Straight Run
Flashed Feed Stocks

Gas Oil

Cracked

Gasoline Blending Stocks

Alkylates—fuel
Reformats
Polymer—fuel

Gasolines

Casinghead (natural)
Automotive
Aviation
Straight Run
Fuel Oil No. 1
(Kerosene)
Fuel Oil No. 1-D
Fuel Oil No. 2
Fuel Oil No. 2-D

Jet Fuels

JP-1 (Kerosene)
JP-3
JP-4
JP-5 (Kerosene, Heavy)
Turbo Fuel
Kerosene
Mineral Spirit

Naphtha

Solvent
Petroleum
Heartcut Distillate
Oil

* The list of oils shall not necessarily be considered as comprehensive.

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Byvoegsel II

VORM VAN SERTIFIKAAT

INTERNASIONALE SERTIFIKAAT VIR DIE VOORKOMING VAN OLIEBESOEDELING (1973)

Uitgereik ingevolge die bepalings van die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, op Gesag van die Regering van

.....
(volle naam van die land)

deur
(volle naam van die bevoegde persoon of organisasie wat gemagtig is kragtens die bepalings van die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973)

Naam van Skip	Onderskeidings- nommer of -letter	Hawe waar geregistreer	Bruto Tonnemaat

Tipe skip:

Olietenskip, met inbegrip van 'n kombinasievragskip*

Asfaltvragskip*

Ander skip as 'n olietenskip met vragtenks vallende onder Regulasie 2 (2) van Aanhangsel I van die Konvensie*

Ander skip as enige van bogenoemde*

Nuwe/bestaande skip*

Datum van kontrak vir bou of vir groot ombouing

Datum waarop die kiel gelê is of waarop die skip in 'n dergelike stadium van konstruksie was of waarop daar met groot ombouing begin is

Datum van lewering of voltooiing van groot ombouing

DEEL A ALLE SKEPE

Die skip is toegerus met:

vir skepe met 'n bruto tonnemaat van 400 ton en meer:

(a) uitrusting vir die afskeiding van olierige water* (wat in staat is om die afvloei te produseer met 'n olie-inhoud van hoogstens 100 dele per miljoen) of

(b) 'n oliefiltreerstelsel* (wat in staat is om die afvloei te produseer met 'n olie-inhoud van hoogstens 100 dele per miljoen)

vir skepe met 'n bruto tonnemaat van 10 000 ton en meer:

(c) 'n olie-uitlaatmoniteer-en-beheerstelsel* (bykomend by (a) of (b) hierbo) of

(d) uitrusting vir die afskeiding van olierige water en 'n oliefiltreerstelsel* (wat in staat is om die afvloei te produseer met 'n olie-inhoud van hoogstens 15 dele per miljoen) in plaas van (a) of (b) hierbo.

Besonderhede van vereistes waarvan vrystelling verleen word kragtens Regulasies 2 (2) en 2 (4) (a) van Aanhangsel I van die Konvensie:

.....
.....

Opmerkings:

*Skrap waar gepas

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Appendix II

FORM OF CERTIFICATE

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE (1973)

Issued under the Provisions of the International Convention for the Prevention of Pollution from Ships, 1973, under the Authority of the Government of

.....
(full designation of the country)

by
(full designation of the competent person or organization authorized under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973)

Name of Ship	Distinctive Number or Letter	Port of Registry	Gross Tonnage

Type of ship:

Oil tanker, including combination carrier*

Asphalt carrier*

Ship other than an oil tanker with cargo tanks coming under Regulation 2 (2) of Annex I of the Convention*

Ship other than any of the above*

New/existing ship*

Date of building or major conversion contract

Date on which keel was laid or ship was at a similar stage of construction or on which major conversion was commenced

Date of delivery or completion of major conversion

PART A ALL SHIPS

The ship is equipped with:

for ships of 400 tons gross tonnage and above:

(a) oily-water separating equipment* (capable of producing the effluent with an oil content not exceeding 100 parts per million) or

(b) an oil filtering system* (capable of producing the effluent with an oil content not exceeding 100 parts per million)

for ships of 10 000 tons gross tonnage and above:

(c) an oil discharge monitoring and control system* (additional to (a) or (b) above) or

(d) oily-water separating equipment and an oil filtering system* (capable of producing the effluent with an oil content not exceeding 15 parts per million) in lieu of (a) or (b) above.

Particulars of requirements from which exemption is granted under Regulations 2 (2) and 2 (4) (a) of Annex I of the Convention:

.....
.....

Remarks:

*Delete as appropriate

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PART B OIL TANKER^{1, 2}

Deadweight metric tons. Length of ship metres.

It is certified that this ship is:

- (a) required to be constructed according to and complies with³
(b) not required to be constructed according to³
(c) not required to be constructed according to, but complies with³

the requirements of Regulation 24 of Annex I of the Convention.

The capacity of segregated ballast tanks is cubic metres and complies with the requirements of Regulation 13 of Annex I of the Convention.

The segregated ballast is distributed as follows:

Tank	Quantity	Tank	Quantity

THIS IS TO CERTIFY:

That the ship has been surveyed in accordance with Regulation 4 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, concerning the prevention of pollution by oil; and

That the survey shows that the structure, equipment, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of the Convention.

This Certificate is valid until subject to intermediate
survey(s) at intervals of

Issued at
(place of issue of Certificate)

19. _____
(Signature of duly authorized official issuing the Certificate)

(Seal or stamp of the issuing Authority, as appropriate)

Endorsement for existing ships⁴

This is to certify that this ship has been so equipped as to comply with the requirements of the International Convention for the Prevention of Pollution from Ships, 1973, as relating to existing ships three years from the date of entry into force of the Convention.

Signed
(Signature of duly authorized official)

Place of endorsement

Date of endorsement.....

(Seal or stamp of the Authority, as appropriate)

- 1 This Part should be completed for oil tankers including combination carriers and asphalt carriers, and those entries which are applicable should be completed for ships other than oil tankers which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or above.
- 2 This page need not be reproduced on a Certificate issued to any ship other than those referred to in footnote 1.
- 3 Delete as appropriate.
- 4 This entry need not be reproduced on a Certificate other than the first Certificate issued to any ship.

Wet No. 2, 1986

WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
VAN BESOEDELING DEUR SKEPE, 1986

TUSSENOPNAME

Hierby word gesertifiseer dat daar by 'n tussenopname vereis deur Regulasie 4 (1) (c) van Aanhangsel I by die Konvensie, gevind is dat hierdie skip en sy toestand voldoen aan die tersaaklike bepalings van die Konvensie.

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

(Seël of stempel van die Owerheid, soos gepas)

Kragtens die bepalings van Regulasie 8 (2) en (4) van Aanhangsel I by die Konvensie word die geldigheidsduur van hierdie Sertifikaat verleng tot

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

(Seël of stempel van die Owerheid, soos gepas)

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INTERMEDIATE SURVEY

This is to certify that at an intermediate survey required by Regulation 4 (1) (c) of Annex I of the Convention, this ship and the condition thereof are found to comply with the relevant provisions of the Convention.

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Under the provisions of Regulation 8 (2) and (4) of Annex I of the Convention the validity of this Certificate is extended until

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Wet No. 2, 1986

WET OP DIE INTERNASIONALE KONVENSIË TER VOORKOMING
VAN BESOEDELING DEUR SKEPE, 1986

Byvoegsel III

VORM VAN OLIEREKORDBOEK

OLIEREKORDBOEK

1 — VIR OLIENTENKSKEPE¹

Naam van skip

Totale vragdravermoe van skip in kubieke meter

Reis vanaf (datum) tot (datum)

(a) Laai van olievrag

1.	Laaidatum en -plek			
2.	Tipes olie gelaai			
3.	Identiteit van tenk(s) gelaai			
4.	Toemaak van toepaslike vragtenkkleppe en toepaslike pyplynafsluitkleppe by voltooiing van laaiwerk ²			

Die ondergetekendes sertifiseer dat, benewens bogenoemde, alle seekleppe, oorboorduitlaatkleppe, vragtenk- en pyplynverbindinge en -kruisverbindinge afgesluit is nadat olievrag klaar gelaai is.

Datum van inskrywing

Offisier in bevel

Gesagvoerder

(b) Interne oorplasing van olievrag tydens reis

5.	Datum van interne oorplasing			
6.	Identiteit van tenk(s) (i) Van			
	(ii) Na			
7.	Is tenk(s) in 6 (i) leeggemaak?			

Die ondergetekendes sertifiseer dat, benewens bogenoemde, alle seekleppe, oorboorduitlaatkleppe, vragtenk- en pyplynverbindinge en -kruisverbindinge afgesluit is by voltooiing van die interne oorplasing van olievrag.

Datum van inskrywing

Offisier in bevel

Gesagvoerder

(c) Aflaai van olievrag

8.	Aflaaidatum en -plek			
9.	Identiteit van tenk(s) ontlai			
10.	Is tenk(s) leeggemaak?			
11.	Oopmaak van toepaslike vragtenkkleppe en toepaslike pyplynafsluitkleppe voordat vrag afgelaai is ²			
12.	Toemaak van toepaslike vragtenkkleppe en toepaslike pyplynafsluitkleppe by voltooiing van aflaiwerk ²			

Die ondergetekendes sertifiseer dat, benewens bogenoemde, alle seekleppe, oorboorduitlaatkleppe, vragtenk- en pyplynverbindinge en -kruisverbindinge afgesluit is nadat olievrag afgelaai is.

Datum van inskrywing

Offisier in bevel

Gesagvoerder

- Hierdie deel moet voltooi word ten opsigte van olietenskepe met inbegrip van kombinasievragkepe en asfaltvragkepe, en dié inskrywings wat van toepassing is moet voltooi word ten opsigte van skepe, uitsonderd olietenskepe, wat gebou is en gebruik word vir die vervoer van olie in groot maat met 'n totale kapasiteit van 200 kubieke meter of meer. Hierdie deel hoef nie weergegee te word nie op 'n Olierekordboek wat uitgereik word aan 'n ander skip as dié hierbo bedoel.
- Toepaslike kleppe en soortgelyke toestelle is dié genoem in Regulasies 20 (2) (a) (iii), 23 en 24 van Aanhangsel I van die Konvensie.

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Appendix III

FORM OF OIL RECORD BOOK

OIL RECORD BOOK

1 — FOR OIL TANKERS¹

Name of ship

Total cargo carrying capacity of ship in cubic metres

Voyage from (date) to (date)

(a) Loading of oil cargo

1.	Date and place of loading			
2.	Types of oil loaded			
3.	Identity of tank(s) loaded			
4.	Closing of applicable cargo tank valves and applicable line cut-off valves on completion of loading ²			

The undersigned certifies that in addition to the above, all sea valves, overboard discharge valves, cargo tank and pipeline connections and inter-connections, were secured on completion of loading oil cargo.

Date of entry Officer in charge

Master

(b) Internal transfer of oil cargo during voyage

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

The undersigned certifies that in addition to the above, all sea valves, overboard discharge valves, cargo tank and pipeline connections and inter-connections, were secured on completion of internal transfer of oil cargo.

Date of entry Officer in charge

Master

(c) Unloading of oil cargo

8.	Date and place of unloading			
9.	Identity of tank(s) unloaded			
10.	Was (were) tank(s) emptied?			
11.	Opening of applicable cargo tank valves and applicable line cut-off valves prior to cargo unloading ²			
12.	Closing of applicable cargo tank valves and applicable line cut-off valves on completion of unloading ²			

The undersigned certifies that in addition to the above, all sea valves, overboard discharge valves, cargo tank and pipeline connections and inter-connections, were secured on completion of unloading of oil cargo.

Date of entry Officer in charge

Master

1. This Part should be completed for oil tankers including combination carriers and asphalt carriers, and those entries which are applicable shall be completed for ships other than oil tankers which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or above. This Part need not be reproduced on an Oil Record Book issued to any ship other than those referred to above.
2. Applicable valves and similar devices are those referred to in Regulations 20 (2) (a) (iii), 23 and 24 of Annex I of the Convention.

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WET OP DIE INTERNASIONALE KONVENSIË TER VOORKOMING
VAN BESOEDELING DEUR SKEPE, 1986(d) *Inneem van ballas in vragtenks*

13.	Identiteit van tenk(s) waarin ballas ingeneem is			
14.	Datum en posisie van skip by aanvang van ballas-inneming			
15.	Indien kleppe gebruik is wat vragpylyne en geskeide ballaspylyne verbind, meld die tyd en datum waarop, en die posisie van die skip toe die kleppe (a) oopgemaak is, en (b) toegemaak is.			

Die ondergetekendes sertifiseer dat, benewens bogenoemde, alle seekleppe, oorboorduitlaatkleppe, vragtenk- en pyplynverbindings en -kruisverbindings afgesluit is nadat ballas ingeneem is.

Datum van inskrywing Offisier in bevel
Gesagvoerder

(e) *Skoonmaak van vragtenks*

16.	Identiteit van tenk(s) skoongemaak			
17.	Datum en duur van skoonmaakwerk			
18.	Skoonmaakmetodes ³			

Datum van inskrywing Offisier in bevel
Gesagvoerder

(f) *Uitlaat van vuil ballas*

19.	Identiteit van tenk(s)			
20.	Datum en posisie van skip by aanvang van uitlating in die see			
21.	Datum en posisie van skip by voltooiing van uitlating in die see			
22.	Snelheid of snelhede van skip gedurende uitlating			
23.	Hoeveelheid in die see uitgelaat			
24.	Hoeveelheid besoedelde water na sloptenk(s) oor-geplaas (identifiseer sloptenk(s))			
25.	Datum waarop en hawe waar vuil ballas in ontvangsfasiliteite aan wal uitgelaat is (indien van toepassing)			
26.	Het enige deel van die uitlating gedurende die nag geskied? Indien wel, hoe lank?			
27.	Is die afvloei en die oppervlak van die water in die omgewing van die uitlating gereeld gekontroleer?			
28.	Is enige olie waargeneem op die oppervlak van die water in die omgewing van die uitlating?			

Datum van inskrywing Offisier in bevel
Gesagvoerder

3. Skoonspuit met waterslange wat in die hand gehou word, was met masjiene en/of skoonmaak met chemikalieë. Waar tenks met behulp van chemikalieë skoongemaak is, moet die betrokke chemikalie en die hoeveelheid wat gebruik is, aangedui word.

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(d) *Ballasting of cargo tanks*

13.	Identity of tank(s) ballasted			
14.	Date and position of ship at start of ballasting			
15.	If valves connecting cargo lines and segregated ballast lines were used give time, date and position of ship when valves were (a) opened, and (b) closed			

The undersigned certifies that in addition to the above all sea valves, overboard discharge valves, cargo tank and pipeline connections and inter-connections, were secured on completion of ballasting.

Date of entry Officer in charge
Master

(e) *Cleaning of cargo tanks*

16.	Identity of tank(s) cleaned			
17.	Date and duration of cleaning			
18.	Methods of cleaning ³			

Date of entry Officer in charge
Master

(f) *Discharge of dirty ballast*

19.	Identity of tank(s)			
20.	Date and position of ship at start of discharge to sea			
21.	Date and position of ship at finish of discharge to sea			
22.	Ship's speed(s) during discharge			
23.	Quantity discharged to sea			
24.	Quantity of polluted water transferred to slop tank(s) (identify slop tank(s))			
25.	Date and port of discharge into shore reception facilities (if applicable)			
26.	Was any part of the discharge conducted during darkness, if so, for how long?			
27.	Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?			
28.	Was any oil observed on the surface of the water in the locality of the discharge?			

Date of entry Officer in charge
Master

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

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WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
VAN BESOEDELING DEUR SKEPE, 1986(g) *Uitlaat van water uit sloptenks*

29.	Identiteit van sloptenk(s)			
30.	Besinktyd, vanaf laaste inlating van residu's, of			
31.	Besinktyd vanaf laaste uitlating			
32.	Datum waarop en tyd en posisie van skip toe daar met uitlating begin is			
33.	Peiling van totale inhoud toe daar met uitlating begin is			
34.	Peiling van olie/watertussenvlak toe daar met uitlating begin is			
35.	Grootmaathoeveelheid uitgelaat en tempo van uitlating			
36.	Finale hoeveelheid uitgelaat en tempo van uitlating			
37.	Datum, tyd en posisie van skip aan einde van uitlating			
38.	Snelheid/snelhede van skip tydens uitlating			
39.	Peiling van olie/ watertussenvlak aan einde van uitlating			
40.	Is die uitlating ten dele gedurende die nag uitgevoer? Indien wel, vir hoe lank?			
41.	Is die afvlocisel en die oppervlak van die seewater in die omgewing van die uitlating gereeld gekontroleer?			
42.	Is enige olie waargeneem op die oppervlak van die water in die omgewing waar die uitlating plaasgevind het?			

Datum van inskrywing Offisier in bevel

Gesagvoerder

(h) *Wegdoen van residu's*

43.	Identiteit van tenk(s)			
44.	Hoeveelheid uit elke tenk weggedoen			
45.	Metode van wegdoening van residu: (a) Ontvangsfasiliteite (b) Met vrag vermeng (c) Oorgeplaas na ander tenk(s) (identifiseer tenk(s)) (d) Ander metode (meld watter)			
46.	Datum waarop en hawe waar residu weggedoen is			

Datum van inskrywing Offisier in bevel

Gesagvoerder

(i) *Uitlaat van skoon ballas wat in vragtenks gevoer is*

47.	Datum waarop en posisie van skip toe daar begin is om skoon ballas uit te laat			
48.	Identiteit van tenk(s) waaruit ballas uitgelaat is			
49.	Was die tenk(s) leeg toe daar opgehou is om ballas uit te laat?			
50.	Posisie van vaartuig toe opgehou is om ballas uit te laat, indien dit verskil van 47			
51.	Is die uitlating ten dele gedurende die nag uitgevoer? Indien wel, vir hoe lank?			
52.	Is die afvloeisel en die oppervlak van die water in die omgewing waar ballas uitgelaat is, gereeld gekontroleer?			
53.	Is enige olie waargeneem op die oppervlak van die water in die omgewing waar die uitlating plaasgevind het?			

Datum van inskrywing Offisier in bevel

Gesagvoerder

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(g) Discharge of water from slop tanks

29.	Identity of slop tank(s)			
30.	Time of settling from last entry of residues, or			
31.	Time of settling from last discharge			
32.	Date, time and position of ship at start of discharge			
33.	Sounding of total contents at start of discharge			
34.	Sounding of oil/water interface at start of discharge			
35.	Bulk quantity discharged and rate of discharge			
36.	Final quantity discharged and rate of discharge			
37.	Date, time and position of ship at end of discharge			
38.	Ship's speed(s) during discharge			
39.	Sounding of oil/water interface at end of discharge			
40.	Was any part of the discharge conducted during darkness, if so, for how long?			
41.	Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?			
42.	Was any oil observed on the surface of the water in the locality of the discharge?			

Date of entry Officer in charge

Master

(h) Disposal of residues

43.	Identity of tank(s)			
44.	Quantity disposed from each tank			
45.	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 (state which)			
46.	Date and port of disposal of residue			

Date of entry Officer in charge

Master

(i) Discharge of clean ballast contained in cargo tanks

47.	Date and position of ship at commencement of discharge of clean ballast			
48.	Identity of tank(s) discharged			
49.	Was (were) the tank(s) empty on completion?			
50.	Position of vessel on completion if different from 47			
51.	Was any part of the discharge conducted during darkness, if so, for how long?			
52.	Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?			
53.	Was any oil observed on the surface of the water in the locality of the discharge?			

Date of entry Officer in charge

Master

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VAN BESOEDELING DEUR SKEPE, 1986

- (j)
- Uitlating oorboord van olierige kimwater wat in masjinerieruimtes versamel het terwyl die skip in 'n hawe was⁴*

54.	Hawe			
55.	Duur van die verblyf			
56.	Hoeveelheid weggedoen			
57.	Datum en plek van wegdoening			
58.	Metode van wegdoening (meld of 'n afskeier gebruik is)			

Datum van inskrywing Offisier in bevel
Gesagvoerder

- (k)
- Toevallige of ander buitengewone uitlatings van olie*

59.	Datum en tyd waarop uitlating plaasgevind het			
60.	Plek of posisie van skip ten tyde van uitlating			
61.	Geraamde hoeveelheid en tipe olie			
62.	Omstandighede waarin uitlating of ontsnapping plaasgevind het, die redes daarvoor en algemene opmerkings			

Datum van inskrywing Offisier in bevel
Gesagvoerder

- (l)
- Was die oliemoniteer-en-beheerstelsel te eniger tyd terwyl uitlating oorboord plaasgevind het buite werking? Indien wel, meld die tydstip en datum waarop die stelsel buite werking geraak het asook die tydstip en datum waarop die stelsel herstel is, en bevestig dat dit die gevolg was van uitrusting wat onklaar geraak het en meld die rede daarvoor, indien bekend*
-

Datum van inskrywing Offisier in bevel
Gesagvoerder

- (m)
- Bykomende bedryfsprosedures en algemene opmerkings*
-
- Vir olietenskepe met 'n bruto tonnemaat van minder as 150 ton wat ooreenkomstig Regulasie 15 (4) van Aanhangel 1 by die Konvensie funksioneer, moet 'n toepaslike olierekordboek deur die Administrasie opgestel word.
- Vir asfaltvragkepe kan 'n afsonderlike olierekordboek deur die Administrasie opgestel word deur gebruik te maak van afdelings (a), (b), (c), (e), (h), (j), (k) en (m) van hierdie vorm van olierekordboek.

II — VIR ANDER SKEPE AS OLIETENKSKEPE

Naam van skip

Bedrywighe vanaf (datum), tot (datum)

- (a)
- Inneem van ballas in of skoonmaak van oliebrandstoftienks*

1.	Identiteit van tenk(s) waarin ballas ingeneem is			
2.	Is hulle skoongemaak sedert hulle laas olie bevat het en, indien nie, tipe olie wat vantevore daarin vervoer is			
3.	Datum en posisie van skip toe daar begin is om die tenks skoon te maak			
4.	Datum en posisie van skip toe daar begin is om ballas in die tenks in te neem			

Datum van inskrywing Offisier in bevel
Gesagvoerder

4. Waar die pomp outomaties begin werk en kimwater te alle tye deur 'n afskeier uitlaat, is dit voldoende om elke dag die volgende inskrywing te maak: "Outomatiese uitlating van kimwater deur 'n afskeier".

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- (j)
- Discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port⁴*

54.	Port			
55.	Duration of stay			
56.	Quantity disposed			
57.	Date and place of disposal			
58.	Method of disposal (state whether a separator was used)			

Date of entry Officer in charge
Master

- (k)
- Accidental or other exceptional discharges of oil*

59.	Date and time of occurrence			
60.	Place or position of ship at time of occurrence			
61.	Approximate quantity and type of oil			
62.	Circumstances of discharge or escape, the reasons therefor and general remarks			

Date of entry Officer in charge
Master

- (l)
- Has the oil monitoring and control system been out of operation at any time when discharging overboard? If so, give time and date of failure and time and date of restoration and confirm that this was due to equipment failure and state reason if known*

Date of entry Officer in charge
Master

- (m)
- Additional operational procedures and general remarks*

For oil tankers of less than 150 tons gross tonnage operating in accordance with Regulation 15 (4) of Annex I of the Convention, an appropriate oil record book should be developed by the Administration.

For asphalt carriers, a separate oil record book may be developed by the Administration utilizing sections (a), (b), (c), (e), (h), (j), (k) and (m) of this form of oil record book.

II — FOR SHIPS OTHER THAN OIL TANKERS

Name of ship

Operations from(date), to(date)

- (a)
- Ballasting or cleaning of oil 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			

Date of entry Officer in charge
Master

4. 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 a separator".

Wet No. 2, 1986**WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
VAN BESOEDELING DEUR SKEPE, 1986***(b) Uitlaat van vuil ballas of waswater uit tenks in afdeling (a) genoem*

5.	Identiteit van tenk(s)			
6.	Datum en posisie van skip toe met uitlating begin is			
7.	Datum en posisie van skip toe uitlating beëindig is			
8.	Snelheid/snelhede van skip tydens uitlating			
9.	Uitlatingsmetode (meld of uitlating plaasgevind het in 'n ontvangsfasiliteit of deur middel van geïnstalleerde uitrusting)			
10.	Hoeveelheid uitgelaat			

Datum van van inskrywing Offisier in bevel

Gesagvoerder

(c) Wegdoen van residu's

11.	Hoeveelheid residu aan boord gehou			
12.	Residu-wegdoeningsmetode: (a) ontvangsfasiliteite (b) vermeng met volgende bunkering (c) oorgeplaas na ander tenk (d) ander metode (meld watter)			
13.	Datum en hawe van wegdoening van residu			

Datum van inskrywing Offisier in bevel

Gesagvoerder

(d) Uitlating oorboord van olierige kimwater wat in masjienerieruimtes versamel het terwyl die skip in die hawe was⁵

14.	Hawe			
15.	Duur van verblyf			
16.	Hoeveelheid uitgelaat			
17.	Datum en plek van uitlating			
18.	Uitlatingsmetode: (a) deur middel van uitrusting vir die afskeiding van olierige water; (b) deur middel van 'n oliefiltreerstelsel; (c) deur middel van uitrusting vir die afskeiding van olierige water en 'n oliefiltreerstelsel; (d) in ontvangsfasiliteite			

Datum van inskrywing Offisier in bevel

Gesagvoerder

(e) Toevallige of ander buitengewone uitlatings van olie

19.	Datum en tyd van uitlating			
20.	Plek of posisie van skip ten tyde van uitlating			
21.	Geraamde hoeveelheid en tipe olie			
22.	Omstandighede waarin uitlating of ontsnapping plaasgevind het, die redes daarvoor en algemene opmerkings			

Datum van inskrywing Offisier in bevel

Gesagvoerder

(f) Was die vereiste oliemoniteer-en-beheerstelsel te eniger tyd terwyl uitlating oorboord plaasgevind het buite werking? Indien wel, meld die tydstip en datum waarop die stelsel buite werking geraak het asook die tydstip en datum waarop die stelsel herstel is, en bevestig dat dit die gevolg was van uitrusting wat onklaar geraak het en meld die rede daarvoor, indien bekend.....
.....

Datum van inskrywing Offisier in bevel

Gesagvoerder

5. Waar die pomp outomaties begin werk en kimwater te alle tye deur 'n afskeier uitlaat, is dit voldoende om elke dag die volgende inskrywing te maak: "Outomatiese uitlating van kimwater deur 'n afskeier".

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

5.	Identity of tank(s)			
6.	Date and position of ship at start of discharge			
7.	Date and position of ship at finish at discharge			
8.	Ship's speed(s) during discharge			
9.	Method of discharge (state whether to reception facility or through installed equipment)			
10.	Quantity discharged			

Date of entry Officer in charge
Master

(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 (d) other method (state which)			
13.	Date and port of disposal of residue			

Date of entry Officer in charge
Master

(d) Discharge overboard of bilge water containing oil which has accumulated in machinery spaces whilst in port⁵

14.	Port			
15.	Duration of stay			
16.	Quantity discharged			
17.	Date and place of discharge			
18.	Method of discharge (a) through oily-water separating equipment; (b) through oil filtering system; (c) through oily-water separating equipment and an oil filtering system; (d) to reception facilities			

Date of entry Officer in charge
Master

(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, the reasons therefor and general remarks			

Date of entry Officer in charge
Master

(f) Has the required oil monitoring and control system been out of operation at any time when discharging overboard? If so, state time and date of failure and time and date of restoration, and confirm that this was due to equipment failure, and state reason if known

Date of entry Officer in charge
Master

5. 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 a separator".

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- (g) Nuwe skepe met 'n bruto tonnemaat van 4 000 ton en meer: is vuil ballas in oliebrandstoffenks vervoer?

Ja/Nee

Indien wel, meld in watter tenks sodanige ballas ingeneem is en watter metode gebruik is om die vuil
ballas uit te laat

Datum van inskrywing Offisier in bevel

Gesagvoerder

- (h) Bykomende bedryfsprosedures en algemene opmerkings

Datum van inskrywing Offisier in bevel

Gesagvoerder

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(g) New ships of 4 000 tons gross tonnage and above: has dirty ballast been carried in oil fuel tanks?

Yes/No

If so, state which tanks were so ballasted and method of discharge of the dirty ballast

.....

.....

Date of entry Officer in charge

Master

(h) Additional operational procedures and general remarks

.....

.....

.....

Date of entry Officer in charge

Master

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AANHANGSEL II

REGULASIES VIR DIE BESTRYDING VAN BESOEDELING DEUR SKADELIKE VLOEISTOWWE IN
GROOT MAAT

Regulasie 1

Woordomskrywing

By die toepassing van hierdie Aanhangel beteken:

- (1) "Chemikalieëtenkskip" 'n skip wat gebou of ingerig is hoofsaaklik om 'n vrag skadelike vloeistowwe in groot maat te vervoer en ook 'n "olietenkskip", soos in Aanhangel I van hierdie Konvensie omskryf, wanneer dit 'n vrag of 'n gedeeltelike vrag skadelike vloeistowwe in groot maat vervoer.
- (2) "Skoon ballas" ballas vervoer in 'n tenk wat, sedert dit laas gebruik is om vrag te vervoer wat 'n stof bevat wat in Kategorie A, B, C of D val, deeglik skoongemaak is en waaruit die residu's wat as gevolg daarvan oorgebly het, uitgelaat is en wat leeggemaak is ooreenkomstig die toepaslike vereistes van hierdie Aanhangel.
- (3) "Geskeide ballas" ballaswater wat in 'n tenk ingelaat is wat permanent aangewys is vir die vervoer van ballas of vir die vervoer van ballas of ander vragte as olie of skadelike vloeistowwe soos onderskeidelik omskryf in die Aanhangers van hierdie Konvensie, en wat heeltemal geskei is van die vrag en oliebrandstoftelsel.
- (4) "Naaste land" soos omskryf in Regulasie 1 (9) van Aanhangel I van hierdie Konvensie.
- (5) "Vloeistowwe" dié wat 'n dampdruk van hoogstens 2,8 kp/cm² by 'n temperatuur van 37,8° C het.
- (6) "Skadelike vloeistof" 'n stof wat in Byvoegsel II by hierdie Aanhangel aangewys word of wat kragtens die bepalings van Regulasie 3 (4) voorlopig geëvalueer is as 'n stof wat in kategorie A, B, C of D val.
- (7) "Spesiale gebied" 'n seegebied ten opsigte waarvan, om erkende tegniese redes met betrekking tot die oseanografiese en ekologiese toestand daarvan en met betrekking tot die besondere aard van die verkeer in daardie gebied, die aanvaarding van spesiale verpligte metodes vir die voorkoming van seebesoedeling deur skadelike vloeistowwe vereis word.

Spesiale gebiede is:

- (a) Die Oossee-gebied, en
- (b) Die Swartsee-gebied.
- (8) "Oossee-gebied" die gebied soos omskryf in Regulasie 10 (1) (b) van Aanhangel I by hierdie Konvensie.
- (9) "Swartsee-gebied" die gebied soos omskryf in Regulasie (10) (1) (c) van Aanhangel I by hierdie Konvensie.

Regulasie 2

Toepassing

- (1) Tensy uitdruklik anders bepaal, is die bepalings van hierdie Aanhangel van toepassing op alle skepe wat skadelike vloeistowwe in groot maat vervoer.
- (2) Waar 'n vrag wat onderworpe aan die bepalings van Aanhangel I van hierdie Konvensie is in 'n vragruim van 'n chemikalieëtenkskip vervoer word, is die toepaslike vereistes van Aanhangel I van hierdie Konvensie ook van toepassing.
- (3) Regulasie 13 van hierdie Aanhangel is slegs van toepassing op skepe wat stowwe vervoer wat vir uitlaatbeheerdoeleindes in kategorie A, B of C ingedeel is.

Regulasie 3

Kategorisering en Lysing van Skadelike Vloeistowwe

- (1) By die toepassing van die Regulاسies van hierdie Aanhangel, uitgesonderd Regulasie 13, word skadelike vloeistowwe soos volg in vier kategorieë ingedeel:
 - (a) **Kategorie A** — Skadelike vloeistowwe wat indien dit in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat word, groot gevaar of vir mariene hulpbronne of vir die mens se gesondheid sal inhou, of die aantreklikhede of ander wettige gebruike van die see ernstige skade sal aandoen en derhalwe die toepassing van streng antibesoedelingsmaatreëls regverdig.
 - (b) **Kategorie B** — Skadelike vloeistowwe wat indien dit in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat word, gevaar of vir mariene hulpbronne of vir die mens se gesondheid sal inhou, of die aantreklikhede of ander wettige gebruike van die see skade sal aandoen en derhalwe die toepassing van spesiale antibesoedelingsmaatreëls regverdig.
 - (c) **Kategorie C** — Skadelike vloeistowwe wat indien dit in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat word, mindere gevaar of vir mariene hulpbronne of die mens se gesondheid sal inhou of die aantreklikhede of ander wettige gebruike van die see mindere skade sal aandoen en derhalwe spesiale bedryfsvoorwaardes vereis.
 - (d) **Kategorie D** — Skadelike vloeistowwe wat indien dit in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat word, 'n herkenbare gevaar of vir mariene hulpbronne of vir die mens se gesondheid sal inhou of die aantreklikhede of ander wettige gebruike van die see minimale skade sal aandoen en derhalwe 'n mate van aandag vereis ten opsigte van bedryfstoestande.
- (2) Riglyne vir gebruik by die kategorisering van skadelike vloeistowwe word in Byvoegsel I by hierdie Aanhangel gegee.
- (3) Die lys van skadelike vloeistowwe wat in groot maat vervoer word en tans gekategoriseer is en wat onderworpe is aan die bepalings van hierdie Aanhangel, word uiteengesit in Byvoegsel II by hierdie Aanhangel.
- (4) Waar daar beoog word om 'n vloeistof in groot maat te vervoer wat nie ooreenkomstig paragraaf (1) van hierdie Regulasie gekategoriseer is nie of nie geëvalueer is soos bedoel in Regulasie 4 (1) van hierdie Aanhangel nie, moet die Regerings van Partye tot die Konvensie wat by die beoogde vervoer-

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ANNEX II

REGULATIONS FOR THE CONTROL OF POLLUTION BY NOXIOUS LIQUID SUBSTANCES IN BULK

Regulation 1

Definitions

For the purposes of this Annex:

- (1) "Chemical tanker" means a ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an "oil tanker" as defined in Annex I of the present Convention when carrying a cargo or part cargo of noxious liquid substances in bulk.
- (2) "Clean ballast" means ballast carried in a tank which, since it was last used to carry a cargo containing a substance in Category A, B, C or D has been thoroughly cleaned and the residues resulting therefrom have been discharged and the tank emptied in accordance with the appropriate requirements of this Annex.
- (3) "Segregated ballast" means ballast water introduced into a tank permanently allocated to the carriage of ballast or to the carriage of ballast or cargoes other than oil or noxious liquid substances as variously defined in the Annexes of the present Convention, and which is completely separated from the cargo and oil fuel system.
- (4) "Nearest land" is as defined in Regulation 1 (9) of Annex I of the present Convention.
- (5) "Liquid substances" are those having a vapour pressure not exceeding 2,8 kp/cm² at a temperature of 37,8° C.
- (6) "Noxious liquid substance" means any substance designated in Appendix II to this Annex or provisionally assessed under the provisions of Regulation 3 (4) as falling into Category A, B, C or D.
- (7) "Special area" means a sea area where for recognized technical reasons in relation to its oceanographic and ecological condition and to its peculiar transportation traffic the adoption of special mandatory methods for the prevention of sea pollution by noxious liquid substances is required.

Special areas shall be:

- (a) The Baltic Sea Area, and
- (b) The Black Sea Area.
- (8) "Baltic Sea Area" is as defined in Regulation 10 (1) (b) of Annex I of the present Convention.
- (9) "Black Sea Area" is as defined in Regulation 10 (1) (c) of Annex I of the present Convention.

Regulation 2

Application

- (1) Unless expressly provided otherwise the provisions of this Annex shall apply to all ships carrying noxious liquid substances in bulk.
- (2) Where a cargo subject to the provisions of Annex I of the present Convention is carried in a cargo space of a chemical tanker, the appropriate requirements of Annex I of the present Convention shall also apply.
- (3) Regulation 13 of this Annex shall apply only to ships carrying substances which are categorized for discharge control purposes in Category A, B or C.

Regulation 3

Categorization and Listing of Noxious Liquid Substances

- (1) For the purpose of the Regulations of this Annex, except Regulation 13, noxious liquid substances shall be divided into four categories as follows:
 - (a) **Category A** — Noxious liquid substances which if discharged into the sea from tank cleaning or deballasting operations would present a major hazard to either marine resources or human health or cause serious harm to amenities or other legitimate uses of the sea and therefore justify the application of stringent anti-pollution measures.
 - (b) **Category B** — Noxious liquid substances which if discharged into the sea from tank cleaning or deballasting operations would present a hazard to either marine resources or human health or cause harm to amenities or other legitimate uses of the sea and therefore justify the application of special antipollution measures.
 - (c) **Category C** — Noxious liquid substances which if discharged into the sea from tank cleaning or deballasting operations would present a minor hazard to either marine resources or human health or cause minor harm to amenities or other legitimate uses of the sea and therefore require special operational conditions.
 - (d) **Category D** — Noxious liquid substances which if discharged into the sea from tank cleaning or deballasting operations would present a recognizable hazard to either marine resources or human health or cause minimal harm to amenities or other legitimate uses of the sea and therefore require some attention in operational conditions.
- (2) Guidelines for use in the categorization of noxious liquid substances are given in Appendix I to this Annex.
- (3) The list of noxious liquid substances carried in bulk and presently categorized which are subject to the provisions of this Annex is set out in Appendix II to this Annex.
- (4) Where it is proposed to carry a liquid substance in bulk which has not been categorized under paragraph (1) of this Regulation or evaluated as referred to in Regulation 4 (1) of this Annex, the Governments of Parties to the Convention involved in the proposed operation shall establish and agree on a

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proses betrokke is, ooreenkom oor 'n voorlopige evaluering wat hulle instel vir die beoogde vervoer-proses gegrond op die riglyne in paragraaf (2) van hierdie Regulasie bedoel. Tot tyd en wyl die betrokke Regerings eenparigheid bereik het, moet die stof onder die strengste voorgestelde voorwaardes vervoer word. Die betrokke Administrasie moet so gou moontlik, maar nie later nie as 90 dae nadat die stof vir die eerste keer vervoer is, die Organisasie daarvan in kennis stel en besonderhede verskaf van die stof en die voorlopige evaluering sodat die Organisasie dit onmiddellik na alle partye ter inligting en oorweging kan omstuur. Die Regering van elke Party moet binne 90 dae sy kommentaar aan die Organisasie stuur, met die oog op die evaluering van die stof.

Regulasie 4

Ander Vloeistowwe

- (1) Die vloeistowwe in Byvoegsel III by hierdie Aanhangsel gelys, is geëvalueer en daar is bevind dat hulle nie in die Kategorie A, B, C en D, soos omskryf in Regulasie 3 (1) van hierdie Aanhangsel, val nie aangesien hulle tans beskou word as stowwe wat geen gevaar vir die gesondheid van die mens, mariene hulpbronne, die aantreklikhede of ander wettige gebruike van die see inhou nie indien hulle in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat word.
- (2) Die uitlaat van kim- of ballaswater of ander residu's of mengsels wat slegs stowwe bevat wat in Byvoegsel III by hierdie Aanhangsel gelys is, is nie onderworpe aan enige vereiste van hierdie Aanhangsel nie.
- (3) Die uitlaat in die see van skoon of geskeide ballas is nie onderworpe aan enige vereiste van hierdie Aanhangsel nie.

Regulasie 5

Uitlating van Skadelike Vloeistowwe

Kategorie A-, B- en C-stowwe buite Spesiale Gebiede en Kategorie D-stowwe in alle Gebiede

Behoudens die bepalinge van Regulasie 6 van hierdie Aanhangsel,

- (1) Is dit verbode om stowwe in Kategorie A soos omskryf in Regulasie 3 (1) (a) van hierdie Aanhangsel of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat. Indien tenks wat sulke stowwe of mengsels bevat, gewas moet word, moet die gevolglike residu's in 'n ontvangsfasiliteit uitgelaat word totdat die konsentrasie van die stof in die afvloeisel na die fasiliteit op of onder die residukonsentrasievlak is soos vir daardie stof voorgeskryf in kolom III van Byvoegsel II by hierdie Aanhangsel en totdat die tenk leeg is. Mits die residu wat dan in die tenk oorbly daarna verdun word deur die byvoeging van 'n hoeveelheid water gelyk aan minstens 5 persent van die totale volume van die tenk, kan dit in die see uitgelaat word wanneer daar ook aan al die volgende voorwaardes voldoen word:
 - (a) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die uitlating vind plaas onderkant die waterlyn, met inagneming van die ligging van die seewaterinlate; en
 - (c) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.
- (2) Is dit verbode om stowwe in Kategorie B soos omskryf in Regulasie 3 (1) (b) van hierdie Aanhangsel of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat, tensy daar aan al die volgende voorwaardes voldoen word:
 - (a) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die prosedures en reëlins vir uitlating word deur die Administrasie goedgekeur. Sodanige prosedures en reëlins is gebaseer op standarde wat deur die Organisasie ontwikkel is en verseker dat die konsentrasie en tempo van uitlating van die afvloeisel sodanig is dat die konsentrasie van die stof in die kielwater agter die skip nie een deel per miljoen oorskry nie;
 - (c) die maksimum hoeveelheid vrag wat uit elke tenk en die bybehorende pypstelsel uitgelaat word, is nie groter nie as die maksimum hoeveelheid goedgekeur ooreenkomstig die prosedures bedoel in subparagraaf (b) van hierdie paragraaf, wat in geen geval 1 kubieke meter of 1/3 000 van die tenkkapasiteit in kubieke meter, wat ook al die grootste is, oorskry nie;
 - (d) die uitlating vind plaas onderkant die waterlyn, met inagneming van die ligging van die seewaterinlate; en
 - (e) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.
- (3) Is die uitlaat in die see van stowwe in Kategorie C soos omskryf in Regulasie 3 (1) (c) van hierdie Aanhangsel of van dié wat voorlopig as sodanig geëvalueer is, of van ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, verbode, tensy daar aan al die volgende voorwaardes voldoen word:
 - (a) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die prosedures en reëlins vir uitlating word deur die Administrasie goedgekeur. Sodanige prosedures en reëlins is gebaseer op standarde wat deur die Organisasie gestel is en verseker dat die konsentrasie en tempo van uitlating van die afvloeisel sodanig is dat die konsentrasie van die stof in die kielwater agter die skip nie 10 dele per miljoen oorskry nie;
 - (c) die maksimum hoeveelheid vrag wat uit elke tenk en die bybehorende pypstelsel uitgelaat word, is nie groter nie as die maksimum hoeveelheid goedgekeur ooreenkomstig die prosedures bedoel in subparagraaf (b) van hierdie paragraaf, wat in geen geval een kubieke meter of 1/1 000 van die tenk se kapasiteit in kubieke meter, wat ook al die grootste is, oorskry nie;
 - (d) die uitlating vind plaas onder die waterlyn, met inagneming van die ligging van die seewateruitlate; en
 - (e) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.

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provisional assessment for the proposed operation on the basis of the guidelines referred to in paragraph (2) of this Regulation. Until full agreement between the Governments involved has been reached, the substance shall be carried under the most severe conditions proposed. As soon as possible, but not later than ninety days after its first carriage, the Administration concerned shall notify the Organization and provide details of the substance and the provisional assessment for prompt circulation to all Parties for their information and consideration. The Government of each Party shall have a period of ninety days in which to forward its comments to the Organization, with a view to the assessment of the substance.

Regulation 4*Other Liquid Substances*

- (1) The substances listed in Appendix III to this Annex have been evaluated and found to fall outside the Categories A, B, C and D, as defined in Regulation 3 (1) of this Annex because they are presently considered to present no harm to human health, marine resources, amenities or other legitimate uses of the sea, when discharged into the sea from tank cleaning or deballasting operations.
- (2) The discharge of bilge or ballast water or other residues or mixtures containing only substances listed in Appendix III to this Annex shall not be subject to any requirement of this Annex.
- (3) The discharge into the sea of clean ballast or segregated ballast shall not be subject to any requirement of this Annex.

Regulation 5*Discharge of Noxious Liquid Substances***Categories A, B and C Substances outside Special Areas and Category D Substances in all Areas**

Subject to the provisions of Regulation 6 of this Annex,

- (1) The discharge into the sea of substances in Category A as defined in Regulation 3 (1) (a) of this Annex or of those provisionally assessed as such or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility until the concentration of the substance in the effluent to such facility is at or below the residual concentration prescribed for that substance in column III of Appendix II to this Annex and until the tank is empty. Provided that the residue then remaining in the tank is subsequently diluted by the addition of a volume of water of not less than 5 per cent of the total volume of the tank, it may be discharged into the sea when all the following conditions are also satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (c) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.
- (2) The discharge into the sea of substances in Category B as defined in Regulation 3 (1) (b) of this Annex or of those provisionally assessed as such, or ballast water, tank washing, or other residues or mixtures containing such substances shall be prohibited except when all the following conditions are satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) the procedures and arrangements for discharge are approved by the Administration. Such procedures and arrangements shall be based upon standards developed by the Organization and shall ensure that the concentration and rate of discharge of the effluent is such that the concentration of the substance in the wake astern of the ship does not exceed 1 part per million;
 - (c) the maximum quantity of cargo discharged from each tank and its associated piping system does not exceed the maximum quantity approved in accordance with the procedures referred to in subparagraph (b) of this paragraph, which shall in no case exceed the greater of 1 cubic metre or 1/3 000 of the tank capacity in cubic metres;
 - (d) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (e) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.
- (3) The discharge into the sea of substances in Category C as defined in Regulation 3 (1) (c) of this Annex or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited except when all the following conditions are satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) the procedures and arrangements of discharge are approved by the Administration. Such procedures and arrangements shall be based upon standards developed by the Organization and shall ensure that the concentration and rate of discharge of the effluent is such that the concentration of the substance in the wake astern of the ship does not exceed 10 parts per million;
 - (c) the maximum quantity of cargo discharged from each tank and its associated piping system does not exceed the maximum quantity approved in accordance with the procedures referred to in subparagraph (b) of this paragraph, which shall in no case exceed the greater of 3 cubic metres or 1/1 000 of the tank capacity in cubic metres;
 - (d) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (e) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.

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- (4) Is die uitlaat in die see van stowwe in Kategorie D soos omskryf in Regulasie 3 (1) (d) van hierdie Aanhangsel of van dié wat voorlopig as sodanig geëvalueer is, of van ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, verbode, tensy daar aan al die volgende voorwaardes voldoen word:
- (a) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die konsentrasie van sodanige mengsels is nie groter as een deel van die stof in 10 dele water nie; en
 - (c) die uitlating vind plaas minstens 12 seemyl van die naaste land af.
- (5) Kan ventilasieprosedures wat deur die Administrasie goedgekeur is, gebruik word om vragresidu's uit 'n tenk te verwyder. Sodanige prosedures moet gebaseer word op standarde deur die Organisasie gestel. Indien dit nodig is om die tenk daarna te was, moet die tenkwasreste in die see uitgelaat word ooreenkomstig paragraaf (1), (2), (3) of (4) van hierdie Regulasie, watter ook al van toepassing is.
- (6) Is dit verbode om stowwe wat nie gekategoriseer of voorlopig geëvalueer is nie, of nie geëvalueer is soos in Regulasie 4 (1) van hierdie Aanhangsel bedoel nie, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat.

Kategorie A-, B- en C-stowwe binne Spesiale Gebiede

Behoudens die bepalinge van Regulasie 6 van hierdie Aanhangsel,

- (7) Is dit verbode om stowwe in Kategorie A soos omskryf in Regulasie 3 (1) (a) van hierdie Aanhangsel of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat. Indien tenks wat sulke stowwe of mengsels bevat, gewas moet word, moet die gevolglike residu's in 'n ontvangsfasiliteit wat ooreenkomstig regulasie 7 van hierdie Aanhangsel verskaf moet word deur die state wat die Spesiale Gebied begrens, uitgelaat word totdat die konsentrasie van die stof in die afvloeisel wat aldus uitgelaat word op of onder die residukonsentrasievlak is wat vir daardie stof voorgeskryf is in kolom IV van Byvoegsel II by hierdie Aanhangsel en totdat die tenk leeg is. Mits die residu wat dan in die tenk oorbly daarna verdun word deur die byvoeging van 'n hoeveelheid water gelyk aan minstens 5 persent van die totale volume van die tenk, kan dit in die see uitgelaat word wanneer daar ook aan al die volgende voorwaardes voldoen word:
- (a) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die uitlating vind plaas onderkant die waterlyn met inagneming van die ligging van die seewater-inlate; en
 - (c) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.
- (8) Is dit verbode om stowwe in Kategorie B soos omskryf in Regulasie 3 (1) (b) van hierdie Aanhangsel, of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat tensy daar aan die volgende voorwaardes voldoen word:
- (a) nadat die tenk ontlai is, word dit gewas met 'n hoeveelheid water gelyk aan minstens 0,5 persent van die totale volume van die tenk, en word die gevolglike residu's in 'n ontvangsfasiliteit uitgelaat totdat die tenk leeg is;
 - (b) die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (c) die prosedures en reëlins vir uitlating en die was van tenks word deur die Administrasie goedgekeur. Sodanige prosedures en reëlins is gebaseer op standarde gestel deur die Organisasie en verseker dat die konsentrasie en tempo van uitlating van die afvloeisel sodanig is dat die konsentrasie van die stowwe in die kielwater agter die skip nie een deel per miljoen oorskry nie;
 - (d) die uitlating vind plaas onderkant die waterlyn, met inagneming van die ligging van die seewater-inlate; en
 - (e) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.
- (9) Is dit verbode om stowwe in Kategorie C soos omskryf in Regulasie 3 (1) (c) van hierdie Aanhangsel, of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sodanige stowwe bevat, in die see uit te laat, behalwe wanneer daar aan al die volgende voorwaardes voldoen word:
- (a) Die skip vaar op koers teen 'n snelheid van minstens 7 knope in die geval van selfgedrewe skepe of minstens 4 knope in die geval van skepe wat nie selfgedrewe is nie;
 - (b) die prosedures en reëlins vir uitlating word deur die Administrasie goedgekeur. Sodanige prosedures en reëlins is gebaseer op standarde gestel deur die Organisasie en verseker dat die konsentrasie en tempo van uitlating van die afvloeisel sodanig is dat die konsentrasie van die stowwe in die kielwater agter die skip nie een deel per miljoen oorskry nie;
 - (c) die maksimum hoeveelheid vrag wat uit elke tenk en die bybehorende pypstelsel uitgelaat word, is nie groter nie as die maksimum hoeveelheid goedgekeur ooreenkomstig die prosedures bedoel in subparagraaf (b) van hierdie paragraaf, wat in geen geval een kubieke meter of 1/3 000 van die tenk se kapasiteit in kubieke meter, wat ook al die grootste is, mag oorskry nie;
 - (d) die uitlating vind plaas onderkant die waterlyn met inagneming van die ligging van die seewater-inlate; en
 - (e) die uitlating vind plaas minstens 12 seemyl van die naaste land af in water met 'n diepte van minstens 25 meter.
- (10) Kan ventilasieprosedures wat deur die Administrasie goedgekeur is, gebruik word om vragresidu's uit 'n tenk te verwyder. Sodanige prosedures moet gebaseer wees op standarde deur die Organisasie gestel. Indien dit nodig is om die tenk daarna te was, moet die tenkwasreste in die see uitgelaat word ooreenkomstig paragraaf (7), (8) of (9) van hierdie Regulasie, watter ook al van toepassing is.

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- (4) The discharge into the sea of substances in Category D as defined in Regulation 3 (1) (d) of this Annex, or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited except when all the following conditions are satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) such mixtures are of a concentration not greater than one part of the substance in ten parts of water; and
 - (c) the discharge is made at a distance of not less than 12 nautical miles from the nearest land.
- (5) Ventilation procedures approved by the Administration may be used to remove cargo residues from a tank. Such procedures shall be based upon standards developed by the Organization. If subsequent washing of the tank is necessary, the discharge into the sea of the resulting tank washings shall be made in accordance with paragraph (1), (2), (3) or (4) of this Regulation, whichever is applicable.
- (6) The discharge into the sea of substances which have not been categorized, provisionally assessed, or evaluated as referred to in Regulation 4 (1) of this Annex, or of ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited.

Categories A, B and C Substances within Special Areas

Subject to the provisions of Regulation 6 of this Annex,

- (7) The discharge into the sea of substances in Category A as defined in Regulation 3 (1) (a) of this Annex or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed the resulting residues shall be discharged to a reception facility which the States bordering the special area shall provide in accordance with Regulation 7 of this Annex, until the concentration of the substance in the effluent to such facility is at or below the residual concentration prescribed for that substance in column IV of Appendix II to this Annex and until the tank is empty. Provided that the residue then remaining in the tank is subsequently diluted by the addition of a volume of water of not less than 5 per cent of the total volume of the tank, it may be discharged into the sea when all the following conditions are also satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (c) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.
- (8) The discharge into the sea of substances in Category B as defined in Regulation 3 (1) (b) of this Annex or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited except when all the following conditions are satisfied:
 - (a) the tank has been washed after unloading with a volume of water of no less than 0.5 per cent of the total volume of the tank, and the resulting residues have been discharged to a reception facility until the tank is empty;
 - (b) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (c) the procedures and arrangements for discharge and washings are approved by the Administration. Such procedures and arrangements shall be based upon standards developed by the Organization and shall ensure that the concentration and rate of discharge of the effluent is such that the concentration of the substance in the wake astern of the ship does not exceed 1 part per million;
 - (d) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (e) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.
- (9) The discharge into the sea of substances in Category C as defined in Regulation 3 (1) (c) of this Annex or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited except when all the following conditions are satisfied:
 - (a) the ship is proceeding en route at a speed of at least 7 knots in the case of self-propelled ships or at least 4 knots in the case of ships which are not self-propelled;
 - (b) the procedures and arrangements for discharge are approved by the Administration. Such procedures and arrangements shall be based upon standards developed by the Organization and shall ensure that the concentration and rate of discharge of the effluent is such that the concentration of the substance in the wake astern of the ship does not exceed 1 part per million;
 - (c) the maximum quantity of cargo discharged from each tank and its associated piping system does not exceed the maximum quantity approved in accordance with the procedures referred to in subparagraph (b) of this paragraph which shall in no case exceed the greater of 1 cubic metre of 1/3 000 of the tank capacity in cubic metres;
 - (d) the discharge is made below the waterline, taking into account the location of the seawater intakes; and
 - (e) the discharge is made at a distance of not less than 12 nautical miles from the nearest land and in a depth of water of not less than 25 metres.
- (10) Ventilation procedures approved by the Administration may be used to remove cargo residues from a tank. Such procedures shall be based upon standards developed by the Organization. If subsequent washing of the tank is necessary, the discharge into the sea of the resulting tank washings shall be made in accordance with paragraph (7), (8) or (9) of this Regulation, whichever is applicable.

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- (11) Is dit verbode om stowwe wat nie gekategoriseer of voorlopig geëvalueer is nie of nie geëvalueer is soos in Regulasie 4 (1) van hierdie Aanhangsel bedoel nie, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat.
- (12) Verbied niks in hierdie Regulasie 'n skip nie om die residu's van 'n Kategorie B-vrag of 'n Kategorie C-vrag aan boord te hou en sodanige residu's in die see uit te laat buite 'n spesiale gebied ooreenkomstig onderskeidelik paragraaf (2) of (3) van hierdie Regulasie.
- (13) (a) Moet die Regerings van Partye by die Konvensie waarvan die kuslyne 'n gegewe spesiale gebied begrens, 'n datum waarop hulle gesamentlik besluit het, vasstel as die datum waarteen daar aan die vereiste van Regulasie 7 (1) van hierdie Aanhangsel voldoen sal wees en met ingang waarvan die vereistes van paragrawe (7), (8), (9) en (10) van hierdie Regulasie ten opsigte van daardie gebied van krag word en moet hulle die Organisasie ten minste ses maande voor daardie datum in kennis stel van die datum aldus vasgestel. Die Organisasie moet dan alle Partye onmiddellik van daardie datum in kennis stel.
- (b) Is, indien die datum van inwerkingtreding van die huidige Konvensie vroeër is as die datum wat vasgestel is ooreenkomstig subparagraaf (a) van hierdie paragraaf, die vereistes van paragrawe (1), (2) en (3) van hierdie Regulasie gedurende die tussentydperk van toepassing.

Regulasies 6

Uitsonderings

Regulasie 5 van hierdie Aanhangsel is nie van toepassing nie op:

- (a) die uitlaat in die see van skadelike vloeistowwe of mengsels wat sulke stowwe bevat wat nodig is om die veiligheid van die skip te verseker of menselewens ter see te red; of
- (b) die uitlaat in die see van skadelike vloeistowwe of mengsels wat sulke stowwe bevat as gevolg van skade aan 'n skip of sy uitrustings:
- (i) mits alle redelike voorsorgmaatreëls getref is nadat die skip beskadig is of nadat die uitlating ontdek is, om die uitlating te voorkom of te minimaliseer; en
- (ii) behalwe as die eienaar of die Gesagvoerder of met die opset om skade te veroorsaak, of roeke-loos, wetende dat dit waarskynlik skade tot gevolg sal hê, opgetree het; of
- (c) die uitlaat in die see van skadelike vloeistowwe of mengsels wat sulke stowwe bevat, deur die Administrasie goedgekeur, wanneer dit gebruik word om bepaalde besoedelingsgebeurtenisse te bestry ten einde die skade vanweë besoedeling tot die minimum te beperk. Enige sodanige uitlating is onderworpe aan die goedkeuring van 'n Regering in wie se regsgebied die uitlating, na verwag word, sal plaasvind.

Regulasie 7

Ontvangsfasiliteite

- (1) Die Regering van elke Party tot die Konvensie onderneem om te verseker dat daar soos volg ontvangsfasiliteite voorsien word ooreenkomstig die behoeftes van skepe wat gebruik maak van sy hawens, eindpunte of herstelhawens:
- (a) hawens en eindpunte waar vrag gelaai en afgelaai word, moet voldoende fasiliteite hê vir die ontvangs, sonder dat skepe oormatig vertraag word, van sodanige residu's en mengsels wat skadelike vloeistowwe bevat as wat sou oorbly vir wegdoening uit skepe wat dit aan boord het as gevolg van die toepassing van hierdie Aanhangsel; en
- (b) skeepsherstelhawens waar herstelwerk aan chemikalieëtenkskepe gedoen word, moet voldoende fasiliteite hê vir die ontvangs van residu's en mengsels wat skadelike vloeistowwe bevat.
- (2) Die Regering van elke Party moet die tipes fasiliteit bepaal wat vir doeleindes van paragraaf (1) van hierdie Regulasie voorsien moet word by elke hawe waar vrag gelaai en afgelaai word en by elke eindpunt en skeepsherstelhawe in sy gebiede, en moet die Organisasie hiervan in kennis stel.
- (3) Elke Party moet die Organisasie in kennis stel, met die oog op versending na die betrokke partye, van enige geval waar fasiliteite by paragraaf (1) van hierdie Regulasie vereis, na bewering onvoldoende is.

Regulasie 8

Beheermaatreëls

- (1) Die Regering van elke Party tot die Konvensie moet opnemers aanstel of magtig vir doeleindes van die uitvoering van hierdie Regulasie.

Kategorie A-stowwe in alle gebiede

- (2) (a) Indien 'n tenk gedeeltelik leeggemaak is of leeggemaak is maar nie skoongemaak is nie, moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word.
- (b) Tot tyd en wyl sodanige tenk skoongemaak word, moet elke daaropvolgende pomp- of oorpasingshandeling wat in verband met daardie tenk uitgevoer word ook in die Vragrekordboek aangeteken word.
- (3) Indien die tenk gewas moet word:
- (a) moet die afvloei wat in die wasproses ontstaan, uit die skip in 'n ontvangsfasiliteit uitgelaat word ten minste totdat die konsentrasie van die stof in die uitlating, soos aangedui deur ontledings van monsters van die afvloei wat deur die opnemer geneem word, gedaal het tot die residukonsentrasievlak voorgeskryf vir daardie stof in Byvoegsel II by hierdie Aanhangsel. Wanneer die vereiste residukonsentrasievlak bereik is, moet daar voortgegaan word om die oorblywende tenkwasreste in die ontvangsfasiliteit uit te laat totdat die tenk leeg is. Toepaslike inskrywings rakende hierdie bedrywighede moet in die Vragrekordboek gedoen word en deur die opnemer gesertifiseer word; en
- (b) nadat die residu wat dan in die tenk oorbly, verdun is met 'n hoeveelheid water gelyk aan ten minste 5 persent van die tenk se kapasiteit, kan hierdie mengsel in die see uitgelaat word ooreenkomstig die bepalings van subparagrawe (1) (a), (b) en (c) of 7 (a), (b) en (c), watter ook al van toepassing is, van Regulasie 5 van hierdie Aanhangsel. Toepaslike inskrywings rakende hierdie bedrywighede moet in die Vragrekordboek gedoen word.

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- (11) The discharge into the sea of substances which have not been categorized, provisionally assessed or evaluated as referred to in Regulation 4 (1) of this Annex, or of ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited.
- (12) Nothing in this Regulation shall prohibit a ship from retaining on board the residues from a Category B or C cargo and discharging such residues into the sea outside a special area in accordance with paragraph (2) or (3) of this Regulation, respectively.
- (13) (a) The Governments of Parties to the Convention, the coastlines of which border on any given special area, shall collectively agree and establish a date by which time the requirement of Regulation 7 (1) of this Annex will be fulfilled and from which the requirements of paragraphs (7), (8), (9) and (10) of this Regulation in respect of that area shall take effect and notify the Organization of the date so established at least six months in advance of that date. The Organization shall then promptly notify all Parties of that date.
- (b) If the date of entry into force of the present Convention is earlier than the date established in accordance with subparagraph (a) of this paragraph, the requirements of paragraphs (1), (2) and (3) of this Regulation shall apply during the interim period.

Regulation 6*Exceptions*

Regulation 5 of this Annex shall not apply to:

- (a) the discharge into the sea of noxious liquid substances or mixtures containing such substances necessary for the purpose of securing the safety of a ship or saving life at sea; or
- (b) the discharge into the sea of noxious liquid substances or mixtures containing such substances resulting from damage to a ship or its equipment:
 - (i) provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
 - (ii) except if the owner or the Master acted either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or
- (c) the discharge into the sea of noxious liquid substances or mixtures containing such substances, approved by the Administration, when being used for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will occur.

Regulation 7*Reception Facilities*

- (1) The Government of each Party to the Convention undertakes to ensure the provision of reception facilities according to the needs of ships using its ports, terminals or repair ports as follows:
 - (a) cargo loading and unloading ports and terminals shall have facilities adequate for reception without undue delay to ships of such residues and mixtures containing noxious liquid substances as would remain for disposal from ships carrying them as a consequence of the application of this Annex; and
 - (b) ship repair ports undertaking repairs to chemical tankers shall have facilities adequate for the reception of residues and mixtures containing noxious liquid substances.
- (2) The Government of each party shall determine the types of facilities provided for the purpose of paragraph (1) of this Regulation at each cargo loading and unloading port, terminal and ship repair port in its territories and notify the Organization thereof.
- (3) Each Party shall notify the Organization, for transmission to the Parties concerned, of any case where facilities required under paragraph (1) of this Regulation are alleged to be inadequate.

Regulation 8*Measures of Control*

- (1) The Government of each Party to the Convention shall appoint or authorize surveyors for the purpose of implementing this Regulation.

Category A Substances in all Areas

- (2) (a) If a tank is partially unloaded or unloaded but not cleaned, an appropriate entry shall be made in the Cargo Record Book.
- (b) Until that tank is cleaned every subsequent pumping or transfer operation carried out in connection with that tank shall also be entered in the Cargo Record Book.
- (3) If the tank is to be washed:
 - (a) the effluent from the tank washing operation shall be discharged from the ship to a reception facility at least until the concentration of the substance in the discharge, as indicated by analyses of samples of the effluent taken by the surveyor, has fallen to the residual concentration specified for that substance in Appendix II to this Annex. When the required residual concentration has been achieved, remaining tank washings shall continue to be discharged to the reception facility until the tank is empty. Appropriate entries of these operations shall be made in the Cargo Record Book and certified by the surveyor; and
 - (b) after diluting the residue then remaining in the tank with at least 5 per cent of the tank capacity of water, this mixture may be discharged into the sea in accordance with the provisions of subparagraphs (1) (a), (b) and (c) or 7 (a), (b) and (c), whichever is applicable, of Regulation 5 of this Annex. Appropriate entries of these operations shall be made in the Cargo Record Book.

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- (4) Waar die Regering van die ontvangende Party oortuig is dat dit nie doenlik is om die konsentrasie van die stof in die afvloeisel te bepaal sonder om die skip oormatig te vertraag nie, kan daardie Party 'n alternatiewe prosedure aanvaar as synde gelykwaardig met subparagraaf (3) (a), met dien verstande dat:
- (a) 'n voorafskoonmaakprosedure vir daardie tenk en sodanige stof, gebaseer op standarde deur die Organisasie gestel, deur die Administrasie goedgekeur word, en daardie Party oortuig is dat sodanige prosedure sal voldoen aan die vereistes van paragraaf (1) of (7), watter ook al van toepassing is, van Regulasie 5 van hierdie Aanhangsel met betrekking tot die bereiking van die voorgeskrewe residukonsentrasievlakke;
 - (b) 'n opnemer wat behoorlik deur daardie Party gemagtig is, in die Vragrekordboek moet sertifiseer dat—
 - (i) die tenk en sy pomp- en pypstelsel leeggemaak is en dat die hoeveelheid vrag wat in die tenk oorbly hoogstens die hoeveelheid is waarop die goedgekeurde voorafskoonmaakprosedure in subparagraaf (ii) van hierdie paragraaf bedoel, gebaseer is;
 - (ii) die tenk vooraf skoongemaak is ooreenkomstig die voorafskoonmaakprosedure deur die Administrasie goedgekeur vir daardie tenk en daardie stof; en
 - (iii) die tenkwasreste wat as gevolg van sodanige voorafskoonmaakprosedure ontstaan het, in 'n ontvangsfasiliteit uitgelaat is en die tenk leeg is;
 - (c) die uitlating van enige oorblywende residu's in die see geskied ooreenkomstig die bepalings van paragraaf (3) (b) van hierdie Regulasie en 'n toepaslike inskrywing in die Vragrekordboek gedoen word.

Kategorie B-stowwe buite Spesiale Gebiede en Kategorie C-stowwe in alle Gebiede

- (5) Onderworpe aan die toesig en goedkeuring deur die gemagtigde of aangestelde opnemer wat nodig geag word deur die Regering van die Party, moet die Gesagvoerder van 'n skip met betrekking tot 'n Kategorie B-stof buite spesiale gebiede of 'n Kategorie C-stof in alle gebiede, verseker dat daar aan die volgende vereistes voldoen word:
- (a) Indien 'n tenk gedeeltelik leeggemaak word of leeggemaak word maar nie skoongemaak word nie, moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word.
 - (b) Indien die tenk ter see skoongemaak moet word:
 - (i) moet sodanige tenk se vragpypstelsel gedreineer word en 'n toepaslike inskrywing in die Vragrekordboek gedoen word;
 - (ii) moet die hoeveelheid stof wat in die tenk oorbly nie groter wees nie as die maksimum hoeveelheid van sodanige stof wat ingevolge Regulasie 5 (2) (c) van hierdie Aanhangsel in die see uitgelaat mag word buite spesiale gebiede in die geval van Kategorie B-stowwe, of ingevolge Regulasies 5 (3) (c) en 5 (9) (c) onderskeidelik buite en binne spesiale gebiede in die geval van Kategorie C-stowwe. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word;
 - (iii) en daar beoog word om die hoeveelheid stof wat oorbly in die see uit te laat, moet die goedgekeurde prosedures gevolg word en moet die stof in so 'n mate verdun word as wat genoegsaam is vir so 'n uitlating. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word; of
 - (iv) en die tenkwasreste nie in die see uitgelaat word nie, maar 'n interne oorplasing van tenkwasreste uit sodanige tenk gedoen word, moet 'n gepaste inskrywing in die Vragrekordboek gedoen word; en
 - (v) moet enige daaropvolgende uitlating van sodanige tenkwasreste in die see geskied ooreenkomstig die vereistes van Regulasie 5 van hierdie Aanhangsel vir die toepaslike gebied en betrokke kategorie stof.
 - (c) Indien die tenk in 'n hawe skoongemaak moet word:
 - (i) moet die tenkwasreste in 'n ontvangsfasiliteit uitgelaat word en 'n toepaslike inskrywing in die Vragrekordboek gedoen word; of
 - (ii) moet die tenkwasreste aan boord van die skip gehou word en moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word met 'n aanduiding van waar en hoe die tenkwasreste aan boord gehou word.
 - (d) Indien daar, nadat 'n Kategorie C-stof in 'n spesiale gebied afgelaai is, residu's of tenkwasreste aan boord gehou moet word totdat die skip buite die spesiale gebied is, moet die Gesagvoerder dit aandui deur 'n toepaslike inskrywing in die Vragrekordboek te doen en in hierdie geval is die prosedures in Regulasie 5 (3) van hierdie Aanhangsel uiteengesit, van toepassing.

Kategorie B-stowwe binne Spesiale Gebiede

- (6) Onderworpe aan die toesig en goedkeuring deur die gemagtigde of aangestelde opnemer wat nodig geag word deur die Regering van die Party, moet die Gesagvoerder van 'n skip met betrekking tot 'n Kategorie B-stof binne 'n spesiale gebied verseker dat daar aan die volgende vereistes voldoen word:
- (a) Indien 'n tenk gedeeltelik leeggemaak word of leeggemaak word maar nie skoongemaak is nie, moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word.
 - (b) Tot tyd en wyl daardie tenk skoongemaak word, moet elke daaropvolgende pomp- of oorplasingshandeling wat in verband met daardie tenk uitgevoer word ook in die Vragrekordboek aangeteken word.
 - (c) Indien die tenk gewas moet word, moet die afvloeisel wat in die wasproses ontstaan en wat 'n hoeveelheid water moet bevat gelyk aan minstens 0,5 persent van die totale volume van die tenk, uit die skip in 'n ontvangsfasiliteit uitgelaat word totdat die tenk, en sy pomp- en pypstelsel leeg is. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word.
 - (d) Indien die tenk ter see verder skoongemaak en leeggemaak moet word, moet die Gesagvoerder:
 - (i) verseker dat die goedgekeurde prosedures in Regulasie 5 (8) (c) van hierdie Aanhangsel bedoel, nagekom word en dat die toepaslike inskrywings in die Vragrekordboek gedoen word; en

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- (4) Where the Government of the receiving Party is satisfied that it is impracticable to measure the concentration of the substance in the effluent without causing undue delay to the ship, that party may accept an alternative procedure as being equivalent to sub-paragraph (3) (a) provided that:
- (a) a precleaning procedure for that tank and that substance, based on standards developed by the Organization, is approved by the Administration and that Party is satisfied that such procedure will fulfil the requirements of paragraph (1) or (7), whichever is applicable, of Regulation 5 of this Annex with respect to the attainment of the prescribed residual concentrations;
 - (b) a surveyor duly authorized by that Party shall certify in the Cargo Record Book that:
 - (i) the tank, its pump and piping system have been emptied, and that the quantity of cargo remaining in the tank is at or below the quantity on which the approved precleaning procedure referred to in sub-paragraph (ii) of this paragraph has been based;
 - (ii) precleaning has been carried out in accordance with the precleaning procedure approved by the Administration for that tank and that substance; and
 - (iii) the tank washings resulting from such precleaning have been discharged to a reception facility and the tank is empty;
 - (c) the discharge into the sea of any remaining residues shall be in accordance with the provisions of paragraph (3) (b) of this Regulation and an appropriate entry is made in the Cargo Record Book.

Category B Substances outside Special Areas and Category C Substances in all Areas

- (5) Subject to such surveillance and approval by the authorized or appointed surveyor as may be deemed necessary by the Government of the Party, the Master of a ship shall, with respect to a Category B substance outside special areas or a Category C substance in all areas, ensure compliance with the following:
- (a) If a tank is partially unloaded or unloaded but not cleaned, an appropriate entry shall be made in the Cargo Record Book.
 - (b) If the tank is to be cleaned at sea:
 - (i) the cargo piping system serving that tank shall be drained and an appropriate entry made in the Cargo Record Book;
 - (ii) the quantity of substance remaining in the tank shall not exceed the maximum quantity which may be discharged into the sea for that substance under Regulation 5 (2) (c) of this Annex outside special areas in the case of Category B substances, or under Regulations 5 (3) (c) and 5 (9) (c) outside and within special areas respectively in the case of Category C substances. An appropriate entry shall be made in the Cargo Record Book;
 - (iii) where it is intended to discharge the quantity of substance remaining into the sea the approved procedures shall be complied with, and the necessary dilution of the substance satisfactory for such a discharge shall be achieved. An appropriate entry shall be made in the Cargo Record Book; or
 - (iv) where the tank washings are not discharged into the sea, if any internal transfer of tank washings takes place from the tank an appropriate entry shall be made in the Cargo Record Book; and
 - (v) any subsequent discharge into the sea of such tank washings shall be made in accordance with the requirements of Regulation 5 of this Annex for the appropriate area and Category of substance involved.
 - (c) If the tank is to be cleaned in port:
 - (i) the tank washings shall be discharged to a reception facility and an appropriate entry shall be made in the Cargo Record Book; or
 - (ii) the tank washings shall be retained on board the ship and an appropriate entry shall be made in the Cargo Record Book indicating the location and disposition of the tank washings.
 - (d) If after unloading a Category C substance within a special area, any residues or tank washings are to be retained on board until the ship is outside the special area, the Master shall so indicate by an appropriate entry in the Cargo Record Book and in this case the procedures set out in Regulation 5 (3) of this Annex shall be applicable.

Category B Substances within Special Areas

- (6) Subject to such surveillance and approval by the authorized or appointed surveyor as may be deemed necessary by the Government of the Party, the Master of a ship shall, with respect to a Category B substance within a special area, ensure compliance with the following:
- (a) If a tank is partially unloaded or unloaded but not cleaned, an appropriate entry shall be made in the Cargo Record Book.
 - (b) Until that tank is cleaned every subsequent pumping or transfer operation carried out in connection with that tank shall also be entered in the Cargo Record Book.
 - (c) If the tank is to be washed, the effluent from the tank washing operation, which shall contain a volume of water not less than 0.5 per cent of the total volume of the tank, shall be discharged from the ship to a reception facility until the tank, its pump and piping system are empty. An appropriate entry shall be made in the Cargo Record Book.
 - (d) If the tank is to be further cleaned and emptied at sea, the Master shall:
 - (i) ensure that the approved procedures referred to in Regulation 5 (8) (c) of this Annex are complied with and that the appropriate entries are made in the Cargo Record Book; and

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- (ii) verseker dat 'n uitlating in die see gemaak word ooreenkomstig die vereistes van Regulasie 5 (8) van hierdie Aanhangsel en dat 'n toepaslike inskrywing in die Vragrekordboek gedoen word.
- (e) Indien 'n Kategorie B-stof in 'n spesiale gebied afgelaai is en enige residu's of tenkwasreste aan boord gehou moet word totdat die skip buite die spesiale gebied is, moet die Gesagvoerder dit deur 'n toepaslike inskrywing in die Vragrekordboek aandui, en in hierdie geval is die prosedures uiteengesit in Regulasie 5 (2) van hierdie Aanhangsel van toepassing.

Kategorie D-stowwe in alle Gebiede

- (7) Die Gesagvoerder van 'n skip moet met betrekking tot 'n Kategorie D-stof toesien dat daar aan die volgende voldoen word:
 - (a) Indien 'n tenk gedeeltelik leeggemaak word of leeggemaak word maar nie skoongemaak word nie, moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word.
 - (b) Indien die tenk ter see skoongemaak moet word:
 - (i) moet die tenk se vragpystelsel leeggemaak word en 'n toepaslike inskrywing in die Vragrekordboek gedoen word;
 - (ii) en daar beoog word om die hoeveelheid stof wat oorbly in die see uit te laat, moet die stof eers in so 'n mate verdun word as wat genoegsaam is vir so 'n uitlating. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word; of
 - (iii) as, waar die tenkwasreste nie in die see uitgelaat word nie, 'n interne oorplasing van tenkwasreste uit sodanige tenk gedoen word, moet 'n toepaslike inskrywing in die Vragrekordboek gedoen word; en
 - (iv) moet enige daaropvolgende uitlating van sodanige tenkwasreste in die see geskied ooreenkomstig die vereistes van Regulasie 5 (4) van hierdie Aanhangsel.
 - (c) Indien die tenk in 'n hawe skoongemaak moet word:
 - (i) moet die tenkwasreste in 'n ontvangsfasiliteit uitgelaat word en 'n toepaslike inskrywing in die Vragrekordboek gedoen word; of
 - (ii) moet die tenkwasreste aan boord van die skip gehou word en 'n toepaslike inskrywing in die Vragrekordboek gedoen word met 'n aanduiding van waar en hoe die tenkwasreste aan boord gehou word.

Uitlating uit 'n Sloptenk

- (8) Residu's wat aan boord in 'n sloptenk gehou word, met inbegrip van dié vanuit pompkamerkimme, en wat 'n Kategorie A-stof bevat, of binne 'n spesiale gebied of 'n Kategorie A- of 'n Kategorie B-stof bevat, moet in 'n ontvangsfasiliteit uitgelaat word ooreenkomstig die bepalinge van Regulasie 5 (1), (7) of (8) van hierdie Aanhangsel, watter ook al van toepassing is. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word.
- (9) Residu's wat aan boord in 'n sloptenk gehou word, met inbegrip van dié vanuit pompkamerkimme, en wat buite 'n spesiale gebied 'n hoeveelheid Kategorie B-stof bevat of in enige gebied 'n hoeveelheid Kategorie C-stof bevat wat meer is as die totaal van die maksimum hoeveelhede gespesifiseer in Regulasie 5 (2) (c), (3) (c) of (9) (c) van hierdie Aanhangsel, watter ook al van toepassing is, moet in 'n ontvangsfasiliteit uitgelaat word. 'n Toepaslike inskrywing moet in die Vragrekordboek gedoen word.

Regulasie 9**Vragrekordboek**

- (1) Elke skip waarop hierdie Aanhangsel van toepassing is, moet voorsien word van 'n Vragrekordboek, hetsy as deel van die skip se amptelike skeepsjoernaal of andersins, in die vorm gespesifiseer in Byvoegsel IV by hierdie Aanhangsel.
- (2) Inskrywings moet op 'n tenk-tot-tenkbasis in die Vragrekordboek gedoen word wanneer een van die volgende bedrywighede met betrekking tot 'n skadelike vloeistof in die skip plaasvind:
 - (i) laai van vrag;
 - (ii) aflaai van vrag;
 - (iii) oorplasing van vrag;
 - (iv) oorplasing in 'n sloptenk van vrag, vragresidu's of mengsels wat vrag bevat;
 - (v) skoonmaak van vragtenks;
 - (vi) oorplasing uit sloptenks;
 - (vii) inneem van ballas in vragtenks;
 - (viii) oorplasing van vuil ballaswater;
 - (ix) uitlating in die see ooreenkomstig Regulasie 5 van hierdie Aanhangsel.
- (3) In die geval van 'n uitlating van die soort in Artikel 7 van hierdie Konvensie en Regulasie 6 van hierdie Aanhangsel bedoel, van 'n skadelike vloeistof of van 'n mengsel wat so 'n stof bevat, hetsy opsetlik of per ongeluk, moet 'n inskrywing in die Vragrekordboek gedoen word met vermelding van die omstandighede van en die rede vir die uitlating.
- (4) Wanneer 'n opnemer wat deur die Regering van 'n Party tot die Konvensie aangestel of gemagtig is om toesig te hou oor bedrywighede ingevolge hierdie Aanhangsel, 'n skip geïnspekteer het, moet sodanige opnemer 'n toepaslike inskrywing in die Vragrekordboek doen.
- (5) Elke bedrywigheid in paragrawe (2) en (3) van hierdie Regulasie bedoel, moet sonder versuim in die Vragrekordboek volledig aangeteken word sodat al die inskrywings in die Boek wat op daardie bedrywigheid betrekking het, voltooi is. Elke inskrywing moet onderteken word deur die offisier of offisiere in bevel van die betrokke bedrywigheid en, wanneer die skip beman is, moet elke bladsy deur die Gesagvoerder van die skip onderteken word. Die inskrywings in die Vragrekordboek moet gedoen word in 'n amptelike taal van die Staat wie se vlag die skip geregtig is om te voer, en ten opsigte van skepe wat 'n Internasionale Besoedelingvoorkomingertifikaat vir die Vervoer van Skadelike Vloeistowwe in Groot Maat (1973) hou, moet die inskrywings in Engels of Frans wees. Die inskrywings in 'n ampte-

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- (ii) ensure that any discharge into the sea is made in accordance with the requirements of Regulation 5 (8) of this Annex and an appropriate entry is made in the Cargo Record Book.
- (e) If after unloading a Category B substance within a special area, any residues or tank washings are to be retained on board until the ship is outside the special area, the Master shall so indicate by an appropriate entry in the Cargo Record Book and in this case the procedures set out in Regulation 5 (2) of this Annex shall be applicable.

Category D Substances in all Areas

- (7) The Master of a ship shall, with respect to a Category D substance, ensure compliance with the following:
 - (a) If a tank is partially unloaded or unloaded but not cleaned, an appropriate entry shall be made in the Cargo Record Book.
 - (b) If the tank is to be cleaned at sea:
 - (i) the cargo piping system serving that tank shall be drained and an appropriate entry made in the Cargo Record Book;
 - (ii) where it is intended to discharge the quantity of substance remaining into the sea, the necessary dilution of the substance satisfactory for such a discharge shall be achieved. An appropriate entry shall be made in the Cargo Record Book; or
 - (iii) where the tank washings are not discharged into the sea, if any internal transfer of tank washings takes place from that tank an appropriate entry shall be made in the Cargo Record Book; and
 - (iv) any subsequent discharge into the sea of such tank washings shall be made in accordance with the requirements of Regulation 5 (4) of this Annex.
 - (c) If the tank is to be cleaned in port:
 - (i) the tank washings shall be discharged to a reception facility and an appropriate entry shall be made in the Cargo Record Book; or
 - (ii) the tank washings shall be retained on board the ship and an appropriate entry shall be made in the Cargo Record Book indicating the location and disposition of the tank washings.

Discharge from a Slop Tank

- (8) Any residues retained on board in a slop tank, including those from pump room bilges, which contain a Category A substance, or within a special area either a Category A or a Category B substance, shall be discharged to a reception facility in accordance with the provisions of Regulation 5 (1), (7) or (8) of this Annex, whichever is applicable. An appropriate entry shall be made in the Cargo Record Book.
- (9) Any residues retained on board in a slop tank, including those from pump room bilges, which contain a quantity of a Category B substance outside a special area or a Category C substance in all areas in excess of the aggregate of the maximum quantities specified in Regulation 5 (2) (c), (3) (c) or (9) (c) of this Annex, whichever is applicable, shall be discharged to a reception facility. An appropriate entry shall be made in the Cargo Record Book.

Regulation 9*Cargo Record Book*

- (1) Every ship to which this Annex applies shall be provided with a Cargo Record Book, whether as part of the ship's official logbook or otherwise, in the form specified in Appendix IV to this Annex.
- (2) The Cargo Record Book shall be completed, on a tank-to-tank basis, whenever any of the following operations with respect to a noxious liquid substance take place in the ship:
 - (i) loading of cargo;
 - (ii) unloading of cargo;
 - (iii) transfer of cargo;
 - (iv) transfer of cargo, cargo residues or mixtures containing cargo to a slop tank;
 - (v) cleaning of cargo tanks;
 - (vi) transfer from slop tanks;
 - (vii) ballasting of cargo tanks;
 - (viii) transfer of dirty ballast water;
 - (ix) discharge into the sea in accordance with Regulation 5 of this Annex.
- (3) In the event of any discharge of the kind referred to in Article 7 of the present Convention and Regulation 6 of this Annex of any noxious liquid substance or mixture containing such substance, whether intentional or accidental, an entry shall be made in the Cargo Record Book stating the circumstances of, and the reason for, the discharge.
- (4) When a surveyor appointed or authorized by the Government of the Party to the Convention to supervise any operations under this Annex has inspected a ship, then that surveyor shall make an appropriate entry in the Cargo Record Book.
- (5) Each operation referred to in paragraphs (2) and (3) of this Regulation shall be fully recorded without delay in the Cargo Record Book so that all the entries in the Book appropriate to that operation are completed. Each entry shall be signed by the officer or officers in charge of the operation concerned and, when the ship is manned, each page shall be signed by the Master of the ship. The entries in the Cargo Record Book shall be in an official language of the State whose flag the ship is entitled to fly, and, for ships holding an International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) in English or French. The entries in an official national language of the State whose flag the ship is entitled to fly shall prevail in case of a dispute or discrepancy.

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like landstaal van die Staat wie se vlag die skip geregtig is om te voer, is deurslaggewend in die geval van 'n geskil of teenstrydigheid.

- (6) Die Vragrekordboek moet op 'n plek gehou word waar dit gereedelik beskikbaar is vir inspeksie en moet, behalwe in die geval van onbemande skepe op sleeptou, aan boord van die skip gehou word. Dit moet bewaar word vir 'n tydperk van twee jaar nadat die laaste inskrywing gedoen is.
- (7) Die bevoegde owerheid van die Regering van 'n Party mag die Vragrekordboek wat aan boord gehou word van enige skip waarop hierdie Aanhangel van toepassing is, inspekteer terwyl die skip in sy hawe is, en kan 'n afskrif van enige inskrywing in daardie boek maak en van die Gesagvoerder van die skip vereis om te sertifiseer dat die afskrif 'n ware afskrif van sodanige inskrywing is. 'n Afskrif wat aldus gemaak is en deur die Gesagvoerder van die skip gesertifiseer is as 'n ware afskrif van 'n inskrywing in die skip se Vragrekordboek moet in enige geregtelike proses toelaatbaar wees as getuie van die feite wat in die inskrywing vermeld word. Die inspeksie van 'n Vragrekordboek en die maak van 'n gesertifiseerde afskrif deur die bevoegde owerheid ingevolge hierdie paragraaf moet so gou moontlik uitgevoer word sodat die skip nie oormatig vertraag word nie.

Regulasie 10

Opnames

- (1) Skepe wat onderworpe is aan die bepalings van hierdie Aanhangel en wat skadelike vloeiستowe in groot maat vervoer, moet as volg opgeneem word:
 - (a) 'n Aanvangsopname voordat die skip in diens gestel word of voordat die Sertifikaat vereis deur Regulasie 11 van hierdie Aanhangel vir die eerste keer uitgereik word, wat 'n volledige inspeksie moet insluit van sy bou, uitrusting, toebehore, inrigting en materiaal vir sover die skip deur hierdie Aanhangel gedek word. Die opname moet sodanig wees dat daardeur verseker word dat daar ten volle aan die toepaslike vereistes van hierdie Aanhangel voldoen word.
 - (b) Periodieke opnames, met tussenposes deur die Administrasie gespesifiseer maar hoogstens vyf jaar, wat sodanig moet wees dat daar verseker word dat die bou, uitrusting, toebehore, inrigting en materiaal ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel. Waar die geldigheidsduur van die Internasionale Besoedelingvoorkomingsertifikaat vir die Vervoer van Skadelike Vloeiستowe in Groot Maat (1973) egter verleng word soos in Regulasie 12 (2) of (4) van hierdie Aanhangel gespesifiseer, kan die tussenpose van die periodieke opnames dienoreenkomstig verleng word.
 - (c) Tussenopnames met tussenposes deur die Administrasie bepaal maar hoogstens 30 maande, wat sodanig moet wees dat daar verseker word dat die uitrusting en bybehorende pomp- en pypstelsels ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel en in goeie werkende toestand is. Die opname moet geëndosseer word op die Internasionale Besoedelingvoorkomingsertifikaat vir die Vervoer van Skadelike Vloeiستowe in Groot Maat (1973), uitgereik ingevolge Regulasie 11 van hierdie Aanhangel.
- (2) Opnames van 'n skip met betrekking tot die toepassing van die bepalings van hierdie Aanhangel moet deur beamptes van die Administrasie gedoen word. Die Administrasie kan egter die opnames opdra aan of opnemers wat vir die doel benoem is of organisasies wat deur die Administrasie erken word. In elke geval moet die betrokke Administrasie die volledigheid en doeltreffendheid van die opnames ten volle waarborg.
- (3) Nadat 'n opname van 'n skip ooreenkomstig hierdie Regulasie voltooi is, mag daar nie sonder die goedkeuring van die Administrasie 'n aansienlike verandering aangebring word aan die bou, uitrusting, toebehore, inrigting of materiaal wat deur die ondersoek gedek is nie, uitgesonderd die regstreekse vervanging van sodanige uitrusting of toebehore vir doeleindes van herstelwerk of onderhoud.

Regulasie 11

Uitreiking van Sertifikaat

- (1) 'n Internasionale Besoedelingvoorkomingsertifikaat vir die Vervoer van Skadelike Vloeiستowe in Groot Maat (1973) moet, na opname van die skip ooreenkomstig die bepalings van Regulasie 10 van hierdie Aanhangel, uitgereik word ten opsigte van 'n skip wat skadelike vloeiستowe vervoer en reise onderneem na hawens of see-eindpunte onder die jurisdiksie van ander Partye tot die Konvensie.
- (2) Sodanige Sertifikaat moet uitgereik word of deur die Administrasie of deur 'n persoon of organisasie wat deur die Administrasie behoorlik daartoe gemagtig is. In elke geval moet die Administrasie volle verantwoordelikheid vir die Sertifikaat aanvaar.
- (3) (a) Die Regering van 'n Party kan op versoek van die Administrasie 'n skip laat opneem en indien hy daarvan oortuig is dat daar aan die bepalings van hierdie Aanhangel voldoen word, moet hy ooreenkomstig hierdie Aanhangel 'n sertifikaat ten opsigte van die skip uitreik of die uitreiking daarvan magtig.
- (b) 'n Afskrif van die Sertifikaat en 'n afskrif van die opnameverslag moet so gou moontlik aan die Administrasie wat die versoek gerig het, gestuur word.
- (c) 'n Sertifikaat wat aldus uitgereik is, moet 'n verklaring bevat ten effekte dat dit op versoek van die Administrasie uitgereik is, en het dieselfde krag en geniet dieselfde erkenning as 'n sertifikaat wat ingevolge paragraaf (1) van hierdie Regulasie uitgereik is.
- (d) 'n Internasionale Besoedelingvoorkomingsertifikaat vir die Vervoer van Skadelike Vloeiستowe in Groot Maat (1973), word nie uitgereik nie ten opsigte van 'n skip wat geregtig is om die vlag te voer van 'n Staat wat nie 'n Party is nie.
- (4) Die Sertifikaat moet in 'n amptelike taal van die land wat dit uitreik, opgestel word in 'n vorm wat ooreenstem met die model in Byvoegsel V by hierdie Aanhangel. Indien die taal wat gebruik word nóg Engels nóg Frans is, moet die teks 'n vertaling in een van hierdie tale insluit.

Regulasie 12

Geldigheidsduur van Sertifikaat

- (1) 'n Internasionale Besoedelingvoorkomingsertifikaat vir die Vervoer van Skadelike Vloeiستowe in Groot Maat (1973), word uitgereik vir 'n tydperk wat deur die Administrasie gespesifiseer word, wat hoogstens 5 jaar vanaf die datum van uitreiking mag wees, behalwe soos in paragrafe (2) en (4) van hierdie Regulasie bepaal.

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- (6) The Cargo Record Book shall be kept in such a place as to be readily available for inspection and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be retained for a period of two years after the last entry has been made.
- (7) The competent authority of the Government of a Party may inspect the Cargo Record Book on board any ship to which this Annex applies while the ship is in its port, and may make a copy of any 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 has been certified by the Master of the ship as a true copy of an entry in the ship's Cargo Record Book shall be made admissible in any judicial proceedings as evidence of the facts stated in the entry. The inspection of a Cargo Record Book and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

Regulation 10*Surveys*

- (1) Ships which are subject to the provisions of this Annex and which carry noxious liquid substances in bulk shall be surveyed as follows:
 - (a) An initial survey before a ship is put into service or before the certificate required by Regulation 11 of this Annex is issued for the first time, which shall include a complete inspection of its structure, equipment, fittings, arrangements and material in so far as the ship is covered by this Annex. The survey shall be such as to ensure full compliance with the applicable requirements of this Annex.
 - (b) Periodical surveys at intervals specified by the Administration which shall not exceed five years and which shall be such as to ensure that the structure, equipment, fittings, arrangements and material fully comply with the applicable requirements of this Annex. However, where the duration of the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) is extended as specified in Regulation 12 (2) or (4) of this Annex, the interval of the periodical survey may be extended correspondingly.
 - (c) Intermediate surveys at intervals specified by the Administration which shall not exceed thirty months and which shall be such as to ensure that the equipment and associated pump and piping systems, fully comply with the applicable requirements of this Annex and are in good working order. The survey shall be endorsed on the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) issued under Regulation 11 of this Annex.
- (2) Surveys of a ship with respect to the enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it. In every case the Administration concerned shall fully guarantee the completeness and efficiency of the surveys.
- (3) After any survey of a ship under this Regulation has been completed, no significant change shall be made in the structure, equipment, fittings, arrangements or material, covered by the survey without the sanction of the Administration, except the direct replacement of such equipment and fittings for the purpose of repair or maintenance.

Regulation 11*Issue of Certificate*

- (1) An International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) shall be issued to any ship carrying noxious liquid substances which is engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention after survey of such ship in accordance with the provisions of Regulation 10 of this Annex.
- (2) Such Certificate shall be issued either by the Administration or by a person or organization duly authorized by it. In every case the Administration shall assume full responsibility for the Certificate.
- (3)
 - (a) The Government of a Party may, at the request of the Administration, cause a ship to be surveyed and if satisfied that the provisions of this Annex are complied with shall issue or authorize the issue of a Certificate to the ship in accordance with this Annex.
 - (b) A copy of the Certificate and a copy of the survey report shall be transmitted as soon as possible to the requesting Administration.
 - (c) A Certificate so issued shall contain a statement to the effect that it has been issued at the request of the Administration and shall have the same force and receive the same recognition as a certificate issued under paragraph (1) of this Regulation.
 - (d) No International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) shall be issued to any ship which is entitled to fly the flag of a State which is not a Party.
- (4) The Certificate shall be drawn up in an official language of the issuing country in a form corresponding to the model given in Appendix V to this Annex. If the language used is neither English nor French, the text shall include a translation into one of these languages.

Regulation 12*Duration of Certificate*

- (1) An International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk (1973) shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue, except as provided in paragraphs (2) and (4) of this Regulation.
- (2) If a ship at the time when the Certificate expires is not in a port or offshore terminal under the jurisdiction of the Party to the Convention whose flag the ship is entitled to fly, the Certificate may be extended by the Administration, but such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the State whose flag the ship is entitled to fly or in which it is to be surveyed and then only in cases where it appears proper and reasonable to do so.
- (3) No Certificate shall be thus extended for a period longer than five months and a ship to which such extension is granted shall not on its arrival in the State whose flag it is entitled to fly or the port in which it is to be surveyed, be entitled by virtue of such extension to leave that port or State without having obtained a new Certificate.

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- (2) Indien 'n skip op die tydstip waarop die geldigheidsduur van sy Sertifikaat verstryk, op 'n ander plek is as in 'n hawe of see-eindpunt onder die jurisdiksie van die Party tot die Konvensie wie se vlag die skip geregtig is om te voer, kan die geldigheidsduur van die sertifikaat deur die Administrasie verleng word, maar sodanige verlenging word slegs toegestaan ten einde die skip in staat te stel om sy reis na die Staat wie se vlag hy geregtig is om te voer of waarin hy opgeneem moet word, te voltooi en dan slegs in gevalle waar dit gepas en redelik voorkom om dit te doen.
- (3) Geen Sertifikaat se geldigheidsduur word vir langer as vyf maande aldus verleng nie, en 'n skip ten opsigte waarvan so 'n verlenging toegestaan is, is nie by sy aankoms in die Staat wic se vlag hy geregtig is om te voer of by die hawe waar hy opgeneem moet word, uit hoofde van sodanige verlenging geregtig om daardie hawe of Staat weer te verlaat sonder dat hy 'n nuwe Sertifikaat verkry het nie.
- (4) 'n Sertifikaat waarvan die geldigheidsduur nie ooreenkomstig die bepalings van paragraaf (2) van hierdie Regulasie verleng is nie, kan deur die Administrasie verleng word vir 'n grasietydperk van hoogstens een maand vanaf die verstrykingsdatum wat daarop aangegee is.
- (5) 'n Sertifikaat hou op om geldig te wees indien daar sonder die goedkeuring van die Administrasie aansienlike veranderings aangebring is aan die bou, uitrusting, toebehore, inrigting of materiaal deur hierdie Aanhangel vereis, uitgesonderd die regstreekse vervanging van sodanige uitrusting of toebehore vir doeleindes van herstelwerk of instandhouding of indien tussenopnames soos deur die Administrasie gespesifiseer ingevolge Regulasie 10 (1) (c) van hierdie Aanhangel, nie uitgevoer word nie.
- (6) 'n Sertifikaat wat ten opsigte van 'n skip uitgereik is, hou op om geldig te wees wanneer sodanige skip oorgedra word op die vlag van 'n ander land, behoudens die bepalings van paragraaf (7) van hierdie Regulasie.
- (7) Wanneer 'n skip op die vlag van 'n ander party oorgedra word, bly die Sertifikaat van krag vir 'n tydperk van hoogstens 5 maande, mits dit nie sou verval het voor die einde van daardie tydperk nie, of totdat die Administrasie 'n vervangingsertifikaat uitreik, wat ook al die vroegste is. So gou moontlik nadat die oordrag plaasgevind het, moet die Regering van die Party wie se vlag die skip voorheen geregtig was om te voer, aan die Administrasie 'n afskrif stuur van die Sertifikaat wat voor die oordrag aan boord van die skip gehou is en, indien beskikbaar, 'n afskrif van die betrokke opnameverslag.

Regulasie 13

Vereistes vir die Minimalisering van toevallige Besoedeling

- (1) Die ontwerp, bou, uitrusting en funksionering van skepe wat skadelike vloeistowwe in groot maat vervoer en onderworpe is aan die bepalings van hierdie Aanhangel moet sodanig wees dat dit die onbeheerde uitlating in die see van sulke stowwe tot die minimum beperk.
- (2) Ingevolge die bepalings van paragraaf (1) van hierdie Regulasie moet die Regering van elke party gedetailleerde vereistes omtrent die ontwerp, bou, uitrusting en funksionering van sodanige skepe uitreik of laat uitreik.
- (3) Wat chemikalieëtenkskepe betref, moet die vereistes bedoel in paragraaf (2) van hierdie Regulasie ten minste al die bepalings insluit wat vervat is in die "Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk" soos deur die Vergadering van die Organisasie aangeneem ingevolge Resolusie A. 212 (VII) en soos deur die Organisasie gewysig word: Met dien verstande dat die wysigings aan sodanige Kode aanvaar word en in werking tree ooreenkomstig die bepalings van Artikel 16 van hierdie Konvensie vir die wysiging van 'n Byvoegsel by 'n Aanhangel.

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- (4) A Certificate which has not been extended under the provisions of paragraph (2) of this Regulation may be extended by the Administration for a period of grace of up to one month from the date of expiry stated on it.
- (5) A Certificate shall cease to be valid if significant alterations have taken place in the structure, equipment, fittings, arrangements and material required by this Annex without the sanction of the Administration, except the direct replacement of such equipment or fittings for the purpose of repair or maintenance or if intermediate surveys as specified by the Administration under Regulation 10 (1) (c) of this Annex are not carried out.
- (6) A Certificate issued to a ship shall cease to be valid upon transfer of such a ship to the flag of another State, except as provided in paragraph (7) of this Regulation.
- (7) Upon transfer of a ship to the flag of another Party, the Certificate shall remain in force for a period not exceeding five months provided that it would not have expired before the end of that period, or until the Administration issues a replacement Certificate, whichever is earlier. As soon as possible after the transfer has taken place the Government of the Party whose flag the ship was formerly entitled to fly shall transmit to the Administration a copy of the Certificate carried by the ship before the transfer and, if available, a copy of the relevant survey report.

Regulation 13*Requirements for Minimizing accidental Pollution*

- (1) The design, construction, equipment and operation of ships carrying noxious liquid substances in bulk which are subject to the provisions of this Annex shall be such as to minimize the uncontrolled discharge into the sea of such substances.
- (2) Pursuant to the provisions of paragraph (1) of this Regulation, the Government of each party shall issue, or cause to be issued, detailed requirements on the design, construction, equipment and operation of such ships.
- (3) In respect of chemical tankers, the requirements referred to in paragraph (2) of this Regulation shall contain at least all the provisions given in the Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk adopted by the Assembly of the Organization in Resolution A.212 (VII) and as may be amended by the Organization, provided that the amendments to that Code are adopted and brought into force in accordance with the provisions of Article 16 of the present Convention for amendment procedures to an Appendix to an Annex.

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Byvoegsel I

RIGLYNE VIR DIE KATEGORISERING VAN SKADELIKE VLOEISTOWWE

- Kategorie A** Stowwe wat gebioakkumuleer word en waarskynlik gevaar inhou vir waterlewe of vir die mens se gesondheid; of wat uiters giftig is vir waterlewe (Gevaarvlak 4, aangedui deur 'n TLm van minder as 1 dpm); en daarbenewens sekere stowwe wat taamlik giftig is vir waterlewe (Gevaarvlak 3, aangedui deur 'n TLm van 1 of meer, maar minder as 10 dpm) wanneer besondere gewig geheg word aan bykomende faktore in die gevaarprofiel of aan spesiale eienskappe van die stof.
- Kategorie B** Stowwe wat gebioakkumuleer word met 'n kort retensietyd van die orde van een week of minder; of wat waarskynlik besmetting van die seevoedsel sal veroorsaak; of wat taamlik giftig is vir waterlewe (Gevaarvlak 3, aangedui deur 'n TLm van 1 dpm of meer, maar minder as 10 dpm); en daarbenewens sekere stowwe wat effens giftig is vir waterlewe (Gevaarvlak 2, aangedui deur 'n TLm van 10 dpm of meer, maar minder as 100 dpm) wanneer besondere gewig geheg word aan bykomende faktore in die gevaarprofiel of aan spesiale eienskappe van die stof.
- Kategorie C** Stowwe wat effens giftig is vir waterlewe (Gevaarvlak 2, aangedui deur 'n TLm van 10 dpm of meer, maar minder as 100 dpm); en daarbenewens sekere stowwe wat feitlik nie-giftig is vir waterlewe (Gevaarvlak 1, aangedui deur 'n TLm van 100 dpm of meer, maar minder as 1 000 dpm) wanneer besondere gewig geheg word aan bykomende faktore in die gevaarprofiel of aan spesiale eienskappe van die stof.
- Kategorie D** Stowwe wat feitlik nie-giftig is vir waterlewe (Gevaarvlak 1, aangedui deur 'n TLm van 100 dpm of meer, maar minder as 1 000 dpm); of wat 'n neerslag veroorsaak wat 'n kombers op die seabodem vorm met 'n hoë biochemiese suurstofvraag; of wat uiters gevaarlik is vir die mens se gesondheid, met 'n LD₅₀ van minder as 5 mg/kg; of wat 'n taamlike vermindering van aantreklikhede tot gevolg het vanweë die blywendheid, reuk of giftige of irritasie-eienskappe daarvan, wat moontlik die gebruik van strande belemmer; of wat taamlik gevaar inhou vir die mens se gesondheid, met 'n LD₅₀ van 5 mg/kg of meer, maar minder as 50 mg/kg en wat 'n geringe vermindering van aantreklikhede tot gevolg het.

Ander vloeistowwe (vir doeleindes van Regulasie 4 van hierdie Aanhangsel) Stowwe, uitgesonderd dié in Kategorieë A, B, C en D hierbo gekategoriseer.

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Appendix I

GUIDELINES FOR THE CATEGORIZATION OF NOXIOUS LIQUID SUBSTANCES

- Category A** Substances which are bioaccumulated and liable to produce a hazard to aquatic life or human health; or which are highly toxic to aquatic life (as expressed by a Hazard Rating 4, defined by a TLM less than 1 ppm); and additionally certain substances which are moderately toxic to aquatic life (as expressed by a Hazard Rating 3), defined by a TLM of 1 or more, but less than 10 ppm) when particular weight is given to additional factors in the hazard profile or to special characteristics of the substance.
- Category B** Substances which are bioaccumulated with a short retention of the order of one week or less; or which are liable to produce tainting of the sea food; or which are moderately toxic to aquatic life (as expressed by a Hazard Rating 3, defined by a TLM of 1 ppm or more, but less than 10 ppm); and additionally certain substances which are slightly toxic to aquatic life (as expressed by a Hazard Rating 2, defined by a TLM of 10 ppm or more, but less than 100 ppm) when particular weight is given to additional factors in the hazard profile or to special characteristics of the substance.
- Category C** Substances which are slightly toxic to aquatic life (as expressed by a Hazard Rating 2, defined by a TLM of 10 ppm or more, but less than 100 ppm); and additionally certain substances which are practically non-toxic to aquatic life (as expressed by a Hazard Rating 1, defined by a TLM of 100 ppm or more, but less than 1 000 ppm) when particular weight is given to additional factors in the hazard profile or to special characteristics of the substance.
- Category D** Substances which are practically non-toxic to aquatic life (as expressed by a Hazard Rating 1, defined by a TLM of 100 ppm or more, but less than 1 000 ppm); or causing deposits blanketing the seafloor with a high biochemical oxygen demand (BOD); or highly hazardous to human health, with an LD₅₀ of less than 5 mg/kg; or produce moderate reduction of amenities because of persistency, smell or poisonous or irritant characteristics, possibly interfering with use of beaches; or moderately hazardous to human health, with an LD₅₀ of 5 mg/kg or more, but less than 50 mg/kg and produce slight reduction of amenities.

Other Liquid Substances (for the purposes of Regulation 4 of this Annex) Substances other than those categorized in Categories A, B, C and D above.

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Byvoegsel II

LYS VAN SKADELIKE VLOEISTOWWE WAT IN GROOT MAAT VERVOER WORD

Stof	VN- nommer	Besoedelings- kategorie vir bedryfs- uitlating	Residukonsentrasie (persentasie volgens gewig)	
		(Regulasie 3 van Aanhangel II)	(Regulasie 5 (1) van Aanhangel II)	(Regulasie 5 (7) van Aanhangel II)
	I	II	III Buite spesiale gebiede	IV Binne spesiale gebiede
Asetaldehyd	1089	C		
Asynsuur	1842	C		
Asynsuuranhidried	1715	C		
Asetoon	1090	D		
Asetoonsiaanhidrien	1541	A	0.1	0.05
Asetielchloried	1717	C		
Akroleien	1092	A	0.1	0.05
Akrielsuur*	—	C		
Akrlonitriël	1093	B		
Adiponitriël	—	D		
Alkielbenseensulfonaat (reguit ketting)	—	C		
(vertakte ketting)	—	B		
Allielalkohol	1098	B		
Allielchloried	1100	C		
Aluin (15%-oplossing)	—	D		
Amino-etieletanolamien (Hidroksi-etieletanolamien)*	—	D		
Ammoniak (28% waterig)	1005	B		
iso-Amielasetaat	1104	C		
n-Amielasetaat	1104	C		
n-Amielalkohol	—	D		
Anilien	1547	C		
Benseen	1114	C		
Bensielalkohol	—	D		
Bensielchloried	1738	B		
n-Butielasetaat	1123	D		
Sekondêre Butiel asetaat	1124	D		
n-Butielakrilaat	—	D		
Butielbutiraat*	—	B		
Butieleenglikol(s)	—	D		
Butielmetakrilaat	—	D		
n-Butiraldehyd	1129	B		
Bottersuur	—	B		
Kalsiumhidroksied (oplossing)	—	D		
Kamferolie	1130	B		
Koolstofdisulfied	1131	A	0.01	0.005
Koolstoftetrachloried	1846	B		
Bytpotas (kaliumhidroksied)	1814	C		
Chloorasynsuur	1750	C		
Chloroform	1888	B		
Chloorhidrien (ru)*	—	D		
Chloropreen*	1991	C		
Chloorsulfoonsuur	1754	C		
para-Chloortolueen	—	B		
Sitroensuur (10%-25%)	—	D		
Kreosoot	1334	A	0.1	0.05
Kresols	2076	A	0.1	0.05
Kresielsuur	2022	A	0.1	0.05
Krotonaldehyd	1143	B		
Kumeen	1918	C		
Sikloheksaan	1145	C		
Sikloheksanol	—	D		
Sikloheksanoon	1915	D		
Sikloheksielamien*	—	D		
Parasimeen (Isopropieltolueen)*	2046	D		
Dekahidro-naftaleen	1147	D		
Dekaan*	—	D		
Diasetoonalkohol*	1148	D		
Dibensieleter*	—	C		
Dichloorbenseen	1591	A	0.1	0.05
Dichlooretieleter	1916	B		
Dichloorpropeen— Dichloorpropaan-mengsel (D.D.-grondberokingsmiddel)	2047	B		
Diëtielamien	1154	C		

* Die asterisk dui aan dat die stof voorlopig by die lys ingesluit is en dat verdere inligting nodig is ten einde die stof te evalueer ten opsigte van die gevaar wat dit vir die omgewing, en veral lewende hulpbronne, inhou.

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Appendix II
LIST OF NOXIOUS LIQUID SUBSTANCES CARRIED IN BULK

Substance	UN- Number	Pollution Category for operational discharge	Residual concentration (per cent by weight)	
			(Regulation 5 (1) of Annex II)	(Regulation 5 (7) of Annex II)
	I	II	III Outside special areas	IV Within special areas
Acetaldehyde	1089	C		
Acetic acid	1842	C		
Acetic anhydride	1715	C		
Acetone	1090	D		
Acetone cyanohydrin	1541	A	0.1	0.05
Acetyl chloride	1717	C		
Acrolein	1092	A	0.1	0.05
Acrylic acid*	—	C		
Acrylonitrile	1093	B		
Adiponitrile	—	D		
alkylbenzene sulfonat (straight chain)	—	C		
(branched chain)	—	B		
Allyl alcohol	1098	B		
Allyl chloride	1100	C		
Alum (15% solution)	—	D		
Aminoethylethanolamine (Hydroxyethyl-ethylene-diamine)*	—	D		
Ammonia (28% aqueous)	1005	B		
iso-Amyl acetate	1104	C		
n-Amyl acetate	1104	C		
n-Amyl alcohol	—	D		
Aniline	1547	C		
Benzene	1114	C		
Benzyl alcohol	—	D		
Benzyl chloride	1738	B		
n-Butyl acetate	1123	D		
sec-Butyl acetate	1124	D		
n-Butyl acrylate	—	D		
Butyl butyrate*	—	B		
Butylene glycol(s)	—	D		
Butyl methacrylate	—	D		
n-Butyraldehyde	1129	B		
Butyric acid	—	B		
Calcium hydroxide (solution)	—	D		
Camphor oil	1130	B		
Carbon disulphide	1131	A	0.01	0.005
Carbon tetrachloride	1846	B		
Caustic potash (Potassium hydroxide)	1814	C		
Chloroacetic acid	1750	C		
Chloroform	1888	B		
Chlorohydrins (crude)*	—	D		
Chloroprene*	1991	C		
Chlorosulphonic acid	1754	C		
para-Chlorotoluene	—	B		
Citric acid (10%–25%)	—	D		
Creosote	1334	A	0.1	0.05
Cresols	2076	A	0.1	0.05
Cresylic acid	2022	A	0.1	0.05
Crotonaldehyde	1143	B		
Cumene	1918	C		
Cyclohexane	1145	C		
Cyclohexanol	—	D		
Cyclohexanone	1915	D		
Cyclohexylamine*	—	D		
para-Cymene (Isopropyltoluene)*	2046	D		
Decahydronaphthalene	1147	D		
Decane*	—	D		
Diacetone alcohol*	1148	D		
Dibenzyl ether*	—	C		
Dichlorobenzenes	1591	A	0.1	0.05
Dichloroethyl ether	1916	B		
Dichloropropene — Dichloropropane mixture (D.D. Soil fumigant)	2047	B		
Diethylamine	1154	C		

* Asterisk indicates that the substance has been provisionally included in this list and that further data are necessary in order to complete the evaluation of its environmental hazards, particularly in relation to living resources.

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Stof	VN- nommer	Besoedelings- kategorie vir bedryfs- uitlating	Residukonsentrasie (persentasie volgens gewig)	
		(Regulasie 3 van Aanhangel II)	(Regulasie 5 (1) van Aanhangel II)	(Regulasie 5 (7) van Aanhangel II)
	I	II	III Buite spesiale gebiede	IV Binne spesiale gebiede
Diëtielbenseen (gemengde isomere)	2049	C		
Diëtieleter	1155	D		
Diëtileentriamien*	2079	C		
Diëtileenglikol mono-etieleter	—	C		
Diëtielketoon (3-Pentanoon)	1156	D		
Diisobutilleen*	2050	D		
Diisobutielketoon	1157	D		
Diisopropanolamien	—	C		
Diisopropielamien	1158	C		
Diisopropieleter*	1159	D		
Dimetielamien (40% waterig)	1160	C		
Dimetietanolamien (2-dimetielamino-etanol)*	2051	C		
Dimetielformamied	—	D		
1,4-Dioksaan*	1165	C		
Difeniel/Difenieloksied, mengsels*	—	D		
Dodekielbenseen	—	C		
Epichloorhidrien	2023	B		
2-Etoksi-etielasetaat*	1172	D		
Etielasetaat	1173	D		
Etielakrilaat	1917	D		
Etielamielketoon*	—	C		
Etielbenseen	1175	C		
Etielsikloheksaan	—	D		
Etileenchloorhidrien (2-Chlooretanol)	1135	D		
Etileensianohidrin*	—	D		
Etileendiamien	1604	C		
Etileendibromied	1605	B		
Etileendichloried	1184	B		
Etileenglikol monoetieleter (Metielsellosolv)	1171	D		
2-Etielheksielakrilaat*	—	D		
2-Etielheksielalkohol	—	C		
Etiellaktaat*	1192	D		
2-Etiel 3-propielakroleien*	—	B		
Formaldehid (37%– tot 50%– oplossing)	1198	C		
Mieresuur	1779	D		
Furfurielalkohol	—	C		
Heptanoësuur*	—	D		
Heksametiëleendiamien*	1783	C		
Soutsuur	1789	D		
Waterstófluoriedsuur (40% waterig)	1790	B		
Waterstofperoksied (meer as 60%)	2015	C		
Isobutielakrilaat	—	D		
Isobutielalkohol	1212	D		
Isobutielmetakrilaat	—	D		
Isobutiraldehid	2045	C		
Iso-oktaan*	—	D		
Isopentaaan	—	D		
Isoforoon	—	D		
Isopropielamien	1221	C		
isopropielsikloheksaan	—	D		
Isopreen	1218	D		
Melksuur	—	D		
Mesitieloksied*	1229	C		
Metielasetaat	1231	D		
Metielakrilaat	1919	C		
Metielamielalkohol	—	D		
Metieleenchloried	1593	B		
2-Metiel-5-Etielpiridien*	—	B		
Metielmetakrilaat	1247	D		
2-Metielpenteen*	—	D		
alfametieltstireen*	—	D		
Monochloorbenseen	1134	B		
Mono-etanolamien	—	D		
Monoisopropanolamien	—	C		

* Die asterisk dui aan dat die stof voorlopig by die lys ingesluit is en dat verdere inligting nodig is ten einde die stof te evalueer ten opsigte van die gevaar wat dit vir die omgewing, en veral lewende hulpbronne, inhou.

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Substance	UN- Number	Pollution Category for operational discharge	Residual concentration (per cent by weight)	
		(Regulation 3 of Annex II)	(Regulation 5 (1) of Annex II)	(Regulation 5 (7) of Annex II)
	I	II	III Outside special areas	IV Within special areas
Diethylbenzene (mixed isomers)	2049	C		
Diethyl ether	1155	D		
Diethylenetriamine*	2079	C		
Diethylene glycol monoethyl ether	—	C		
Diethylketone (3-Pentanone)	1156	D		
Diisobutylene*	2050	D		
Diisobutyl ketone	1157	D		
Diisopropanolamine	—	C		
Diisopropylamine	1158	C		
Diisopropyl ether*	1159	D		
Dimethylamine (40% aqueous)	1160	C		
Dimethylethanolamine (2-Dimethylamino-ethanol)*	2051	C		
Dimethylformamide	—	D		
1,4 Dioxane*	1165	C		
Diphenyl/Diphenyloxide, mixtures*	—	D		
Dodecylbenzene	—	C		
Epichlorohydrin	2023	B		
2-Ethoxyethyl acetate*	1172	D		
Ethyl acetate	1173	D		
Ethyl acrylate	1917	D		
Ethyl amyl ketone*	—	C		
Ethylbenzene	1175	C		
Ethyl cyclohexane	—	D		
Ethylene chlorohydrin (2-Chloro-ethanol)	1135	D		
Ethylene cyanohydrin*	—	D		
Ethylenediamine	1604	C		
Ethylene dibromide	1605	B		
Ethylene dichloride	1184	B		
Ethylene glycol monoethyl ether (Methyl cellosolve)	1171	D		
2-Ethylhexyl acrylate*	—	D		
2-Ethylhexyl alcohol	—	C		
Ethyl lactate*	1192	D		
2-Ethyl 3-propyl-acrolein*	—	B		
Formaldehyde (37-50% solution)	1198	C		
Formic acid	1779	D		
Furfuryl alcohol	—	C		
Heptanoic acid*	—	D		
Hexamethylenediamine*	1783	C		
Hydrochloric acid	1789	D		
Hydrofluoric acid (40% aqueous)	1790	B		
Hydrogen peroxide (greater than 60%)	2015	C		
Isobutyl acrylate	—	D		
Isobutyl alcohol	1212	D		
Isobutyl methacrylate	—	D		
Isobutyraldehyde	2045	C		
Isooctane*	—	D		
Isopentane	—	D		
Isophorone	—	D		
Isopropylamine	1221	C		
Isopropyl cyclohexane	—	D		
Isoprene	1218	D		
Lactic acid	—	D		
Mesityl oxide*	1229	C		
Methyl acetate	1231	D		
Methyl acrylate	1919	C		
Methylamyl alcohol	—	D		
Methylene chloride	1593	B		
2-Methyl-5-Ethylpyridine*	—	B		
Methyl methacrylate	1247	D		
2-Methylpentene*	—	D		
alpha-Methylstyrene*	—	D		
Monochlorobenzene	1134	B		
Monoethanolamine	—	D		
Monoisopropanolamine	—	C		

* Asterisk indicates that the substance has been provisionally included in this list and that further data are necessary in order to complete the evaluation of its environmental hazards, particularly in relation to living resources.

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Stof	VN- nommer	Besoedelings- kategorie vir bedryfs- uitlating	Residukonsentrasie (persentasie volgens gewig)	
		(Regulasie 3 van Aanhangel II)	(Regulasie 5 (1) van Aanhangel II)	(Regulasie 5 (7) van Aanhangel II)
		I	III Buite spesiale gebiede	IV Binne spesiale gebiede
Monometiel etanolamien	—	C		
Mononitrobenseen	—	C		
Monoisopropielamien	—	C		
Morfolien*	2054	C		
Naftaleen (gesmelt)	1334	A	0.1	0.05
Nafteensure*	—	A	0.1	0.05
Salpetersure (90%)	2031/ 2032	C		
2-Nitropropaan	—	D		
Ortonitrotolueen	1664	C		
Nonielalkohol*	—	C		
Nonielfenol	—	C		
n-Oktanol	—	C		
Oleum	1831	C		
Oksaalsuur (10–25%)	—	D		
Pentachlooretaan	1669	B		
n-Pentaan	1265	C		
Perchlooretileen	—			
(Tetrachlooretileen)	1897	B		
Fenol	1671	B		
Fosforsuur	1805	D		
Fosfor (element)	1338	A	0.01	0.005
Ftaalsuuraanhidried (gesmelt)	—	C		
betapropiolaktoon*	—	B		
Propionaldehid	1275	D		
Propionsuur	1848	D		
Propionsuuraanhidried	—	D		
n-Propielasetaat*	1276	C		
n-Propielalkohol	1274	D		
n-Propielamien	1277	C		
Piridien	1282	B		
Silikonetetrachloried	1818	D		
Natrium bichromaat (oplossing)	—	C		
Natriumhidroksied	1824	C		
Natriumpentachloorfenolaat (oplossing)	—	A	0.1	0.05
Stireenmonomeer	2055	C		
Swaelsuur	1830/ 1831/ 1832	C		
Beesvet	—	D		
Tetra-etiellood	1649	A	0.1	0.05
Tetrahidrofuraan	2056	D		
Tetrahidronaftaleen	1540	C		
Tetrametielbenseen	—	D		
Tetrametiellood	1649	A	0.1	0.05
Titaantetrachloried	1838	D		
Tolueen	1294	C		
Tolueendiisosijsanaat*	2078	B		
Trichlooretaan	—	C		
Trichlooretileen	1710	B		
Triëtanolamien	—	B		
Triëtielamien	1296	C		
Trimetielbenseen*	—	C		
Tritolielfosfaat (Trikresielfosfaat)*	—	B		
Terpentyn (hout)	1299	B		
Vinielasetaat	1301	C		
Vinielideenchloried*	1303	B		
Xileens (gemengde isomere)	1307	C		

* Die asterisk dui aan dat die stof voorlopig by die lys ingesluit is en dat verdere inligting nodig is ten einde die stof te evalueer ten opsigte van die gevaar wat dit vir die omgewing, en veral lewende hulpbronne, inhou.

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Substance	UN- Number	Pollution Category for operational discharge	Residual concentration (per cent by weight)	
		(Regulation 3 of Annex II)	(Regulation 5 (1) of Annex II)	(Regulation 5 (7) of Annex II)
	I	II	III Outside special areas	IV Within special areas
Monomethyl ethanolamine	—	C		
Mononitrobenzene	—	C		
Monoisopropylamine	—	C		
Morpholine*	2054	C		
Naphthalene (molten)	1334	A	0.1	0.05
Naphthenic acids*	—	A	0.1	0.05
Nitric acids (90%)	2031/ 2032	C		
2-Nitropropane	—	D		
ortho-Nitrotoluene	1664	C		
Nonyl alcohol*	—	C		
Nonylphenol	—	C		
n-Octanol	—	C		
Oleum	1831	C		
Oxalic acid (10–25%)	—	D		
Pentachloroethane	1669	B		
n-Pentane	1265	C		
Perchloroethylene (Tetrachloroethylene)	1897	B		
Phenol	1671	B		
Phosphoric acid	1805	D		
Phosphorus (elemental)	1338	A	0.01	0.005
Phthalic anhydride (molten)	—	C		
beta-Propiolactone*	—	B		
Propionaldehyde	1275	D		
Propionic acid	1848	D		
Propionic anhydride	—	D		
n-Propyl acetate*	1276	C		
n-Propyl alcohol	1274	D		
n-Propylamine	1277	C		
Pyridine	1282	B		
Silicon tetrachloride	1818	D		
Sodium bichromate (solution)	—	C		
Sodium hydroxide	1824	C		
Sodium pentachlorophenate (solution)	—	A	0.1	0.05
Styrene monomer	2055	C		
Sulphuric acid	1830/ 1831/ 1832	C		
Tallow	—	D		
Tetracthyl lead	1649	A	0.1	0.05
Tetrahydrofuran	2056	D		
Tetrahydronaphthalene	1540	C		
Tetramethylbenzene	—	D		
Tetramethyl lead	1649	A	0.1	0.05
Titanium tetrachloride	1838	D		
Toluene	1294	C		
Toluene diisocyanate*	2078	B		
Trichloroethane	—	C		
Trichloroethylene	1710	B		
Triethanolamine	—	B		
Triethylamine	1296	C		
Trimethylbenzene*	—	C		
Tritolyl phosphate (Tricresyl phosphate)*	—	B		
Turpentine (wood)	1299	B		
Vinyl acetate	1301	C		
Vinylidene chloride*	1303	B		
Xylenes (mixed isomers)	1307	C		

* Asterisk indicates that the substance has been provisionally included in this list and that further data are necessary in order to complete the evaluation of its environmental hazards, particularly in relation to living resources.

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Byvoegsel III

LYS VAN ANDER VLOEISTOWWE WAT IN GROOT MAAT VERVOER WORD

Asetonitriël (Metielsianied)	n-Heksaan
tersiëre Amielalkohol	ligroën
n-Butielalkohol	Metielalkohol
Butirolaktoon	Metielamiasetaat
Kalsiumchloried (oplossing)	Metietielketoon (2-butanoon)
Kasterolie	Melk
Sitroensappe	Melasse
Klapperolie	Olyfolie
Lewertraan	Polipropileenglikol
iso-Dekielalkohol	iso-Propielasetaat
n-Dekielalkohol	iso-Propielalkohol
Dekieloktielalkohol	Propileenglikol
Dibutieleter	Propileenoksied
Diëtanolamien	Propilcentrameer
Diëtieleenglikol	Propilcentrimeer
Dipenteen	Sorbitol
Dipropileenglikol	Swael (vloeistof)
Etielalkohol	Tridekanol
Etileenglikol	Triëtieleenglikol
Vetalkoholle (C ₁₂ -C ₂₀)	Triëtileentetramien
Gliserien	Tripropileenglikol
n-Heptaan	Water
Hepteen (gemengde isomere)	Wyn

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Appendix III

LIST OF OTHER LIQUID SUBSTANCES CARRIED IN BULK

Acetonitrile (Methyl cyanide)	n-Hexane
tert-Amyl alcohol	ligroin
n-Butyl alcohol	Methyl alcohol
Butyrolactone	Methylamyl acetate
Calcium chloride (solution)	Methyl ethyl ketone (2-butanone)
Castor oil	Milk
Citric juices	Molasses
Coconut oil	Olive Oil
Cod liver oil	Polypropylene glycol
iso-Decyl alcohol	iso-Propyl acetate
n-Decyl Alcohol	iso-Propyl alcohol
Decyl octyl alcohol	Propylene glycol
Dibutyl ether	Propylene oxide
Diethanolamine	Propylene tetramer
Diethylene glycol	Propylene trimer
Dipentene	Sorbitol
Dipropylene glycol	Sulphur (liquid)
Ethyl alcohol	Tridecanol
Ethylene glycol	Triethylene glycol
Fatty alcohols (C ₁₂ -C ₂₀)	Triethylenetetramine
Glycerine	Tripropylene glycol
n-Heptane	Water
Heptene (mixed isomers)	Wine

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Byvoegsel IV

VRAGREKORDBOEK VIR SKEPE WAT SKADELIKE VLOEISTOWWE IN GROOT MAAT VERVOER

Naam van skip

Vragdravermoe van elke tenk in kubieke meter

Reis van na

(a) Laai van vrag

1. Laaidatum en -plek
2. Naam en kategorie van vrag(te) gelaai
3. Identiteit van tenk(s) gelaai

(b) Oorplasing van vrag

4. Datum van oorplasing
5. Identiteit van tenk(s) (i) Van, (ii) Na
6. Is tenk(s) in 5 (i) leeggemaak?
7. Indien nie, oorblywende hoeveelheid

(c) Aflaai van vrag

8. Aflaaidatum en -plek
9. Identiteit van tenk(s) ontlai
10. Is tenk(s) leeggemaak?
11. Indien nie, oorblywende hoeveelheid in tenk(s)
12. Moet tenk(s) skoongemaak word?
13. Hoeveelheid na sloptenk oorgeplaas
14. Identiteit van sloptenk

(d) Inneem van ballas in vragtenks

15. Identiteit van tenk(s) waarin ballas ingeneem is
16. Datum en posisie van skip toe begin is om ballas in te neem

(e) Skoonmaak van vragtenks

Kategorie A-stowwe

17. Identiteit van tenk(s) skoongemaak
18. Skoonmaakdatum en -plek
19. Skoonmaakmetode(s)
20. Ligging van ontvangsfasiliteit gebruik
21. Konsentrasie van uitvloeisel toe uitlating in 'n ontvangsfasiliteit gestaak is
22. Oorblywende hoeveelheid in tenk
23. Prosedure gebruik en hoeveelheid water in tenk ingelaat vir finale skoonmaak
24. Plek en datum van uitlating in see
25. Prosedure en uitrusting gebruik vir uitlating in die see

Kategorie B-, C- en D-stowwe

26. Wasprosedure gebruik
27. Hoeveelheid water gebruik
28. Datum en plek van uitlating in see
29. Prosedure en uitrusting gebruik vir uitlating in die see

(f) Oorplasing van vuil ballaswater

30. Identiteit van tenk(s)
31. Datum en posisie van skip toe begin is met uitlating in die see
32. Datum en posisie van skip toe uitlating in die see voltooi is
33. Snelheid/snelhede van skip tydens uitlating
34. Hoeveelheid in die see uitgelaat
35. Hoeveelheid besoedelde water na sloptenk(s) oorgeplaas (identifiseer sloptenk(s))
36. Datum waarop en hawe waar vuil ballas in ontvangsfasiliteite aan wal uitgelaat is (indien van toepassing)

(g) Oorplasing uit sloptenk/wegdoen van residu

37. Identiteit van sloptenk(s)
38. Hoeveelheid weggedoen uit elke tenk
39. Metode van wegdoen van residu:
 - (a) Ontvangsfasiliteite
 - (b) Gemeng met vrag
 - (c) Oorgeplaas na ander tenk(s) (identifiseer tenk(s))
 - (d) Ander metode
40. Datum waarop en hawe waar residu weggedoen is

(h) Toevallige of ander buitengewone uitlatings

41. Datum en tyd van gebeurtenis
42. Plek of posisie van skip ten tyde van gebeurtenis
43. Geraamde hoeveelheid, naam en kategorie van stof
44. Omstandighede waarin uitlating of ontsnapping plaasgevind het en algemene opmerkings

.....
Handtekening van Gesagvoerder

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Appendix IV

CARGO RECORD BOOK FOR SHIPS CARRYING NOXIOUS LIQUID SUBSTANCES IN BULK

Name of ship

Cargo carrying capacity of each tank in cubic metres

Voyage from to

(a) Loading of cargo

1. Date and place of loading
2. Name and category of cargo(es) loaded
3. Identity of tank(s) loaded

(b) Transfer of cargo

4. Date of transfer
5. Identity of tank(s) (i) From, (ii) To
6. Was (were) tank(s) in 5 (i) emptied?
7. If not, quantity remaining

(c) Unloading of cargo

8. Date and place of unloading
9. Identity of tank(s) unloaded
10. Was (were) tank(s) emptied?
11. If not, quantity remaining in tank(s)
12. Is (are) tank(s) to be cleaned?
13. Amount transferred to slop tank
14. Identity of slop tank

(d) Ballasting of cargo tanks

15. Identity of tank(s) ballasted
16. Date and position of ship at start of ballasting

(e) Cleaning of cargo tanks

Category A substances

17. Identity of tank(s) cleaned
18. Date and location of cleaning
19. Method(s) of cleaning
20. Location of reception facility used
21. Concentration of effluent when discharge to reception facility stopped
22. Quantity remaining in tank
23. Procedure and amount of water introduced into tank in final cleaning
24. Location, date of discharge into sea
25. Procedure and equipment used in discharge into the sea

Category B, C and D substances

26. Washing procedure used
27. Quantity of water used
28. Date, location of discharge into sea
29. Procedure and equipment used in discharge into the sea

(f) Transfer of dirty ballast water

30. Identity of tank(s)
31. Date and position of ship at start of discharge into sea
32. Date and position of ship at finish of discharge into sea
33. Ship's speed(s) during discharge
34. Quantity discharged into sea
35. Quantity of polluted water transferred to slop tank(s) (identify slop tank(s))
36. Date and port of discharge to shore reception facilities (if applicable)

(g) Transfer from slop tank/disposal of residue

37. Identity of slop tank(s)
38. Quantity disposed from each tank
39. 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
40. Date and port of disposal of residue

(h) Accidental or other exceptional discharge

41. Date and time of occurrence
42. Place or position of ship at time of occurrence
43. Approximate quantity, name and category of substance
44. Circumstances of discharge or escape and general remarks

..... Signature of Master

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Byvoegsel V

VORM VAN SERTIFIKAAT

INTERNASIONALE BESOEDELINGVOORKOMINGSERTIFIKAAT VIR DIE VERVOER VAN SKADE-
LIKE VLOEISTOWWE IN GROOT MAAT (1973)

(Opmerking: Hierdie sertifikaat moet in die geval van 'n chemikalieëtenkskip aangevul word deur die serti-
fikaat wat vereis word ingevolge die bepalings van Regulasie 13 (3) van Aanhangel II by die
Konvensie)

(Amptelike seël)

Uitgereik ingevolge die bepalings van die Internasionale Konvensie ter Voorkoming van Besoedeling deur
Skepe, 1973, op gesag van die Regering van

.....
(volle amptelike naam van die land)

deur
(volle ampsaanduiding van die bevoegde persoon of organisasie wat gemagtig is ingevolge die bepalings van
die Internasionale Konvensie vir die Voorkoming van Besoedeling deur Skepe, 1973)

Naam van Skip	Onderskeidings- nommer of -letter	Hawe waar geregistreer	Bruto Tonnemaat

HIERBY WORD GESERTIFISEER:

1. Dat die skip opgeneem is ooreenkomstig die bepalings van Regulasie 10 van Aanhangel II by die Kon-
vensie.
2. Dat die opname toon dat die ontwerp, bou en uitrusting van die skip sodanig is dat dit die onbeheerde
uitlating in die see van skadelike vloeistowwe minimaliseer.
3. Dat die volgende reëlins en prosedures in verband met die implementering van Regulasie 5 van Aan-
hangel II by die Konvensie deur die Administrasie goedgekeur is:

.....
(Vervolg op die aangehegte, ondertekende en gedateerde vel(le))

Hierdie sertifikaat bly van krag tot onderworpe aan
tussenopnames met tussenposes van

Uitgereik te
(plek van uitreiking van Sertifikaat)

19..

.....
(Handtekening van behoorlik gemagtigde beampte
wat die Sertifikaat uitreik)

(Seël of stempel van die uitreikende Owerheid, soos toepaslik)

TUSSENOPNAMES

Hierby word gesertifiseer dat daar tydens 'n tussenopname vereis by Regulasie 10 (1) (c) van Aanhangel
II by die Konvensie, bevind is dat hierdie skip en sy toestand voldoen aan die tersaaklike bepalings van die
Konvensie.

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

(Seël of stempel van die Owerheid, soos toepaslik)

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

(Seël of stempel van die Owerheid, soos toepaslik)

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Appendix V

FORM OF CERTIFICATE

INTERNATIONAL POLLUTION PREVENTION CERTIFICATE FOR THE CARRIAGE OF NOXIOUS
LIQUID SUBSTANCES IN BULK (1973)

(Note: This Certificate shall be supplemented in the case of a chemical tanker by the certificate required pursuant to the provisions of Regulation 13 (3) of Annex II of the Convention)

(Official Seal)

Issued under the Provisions of the International Convention for the Prevention of Pollution from Ships, 1973, under the Authority of the Government of

(full official designation of the country)

by (full official designation of the competent person or organization authorized under the provisions of the International Convention for the Prevention of Pollution from Ships, 1973)

Name of Ship	Distinctive Number or Letter	Port of Registry	Gross Tonnage

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with the provisions of Regulation 10 of Annex II of the Convention.
2. That the survey showed that the design, construction and equipment of the ship are such as to minimize the uncontrolled discharge into the sea of noxious liquid substances.
3. That the following arrangements and procedures have been approved by the Administration in connection with the implementation of Regulation 5 of Annex II of the Convention:

(Continued on the annexed signed and dated sheet(s))

This Certificate is valid until subject to intermediate survey(s) at intervals of

Issued at
(place of issue of Certificate)

19..

(Signature of duly authorized official issuing the Certificate)

(Seal or stamp of the issuing Authority, as appropriate)

INTERMEDIATE SURVEY

This is to certify that at an intermediate survey required by Regulation 10 (1) (c) of Annex II of the Convention, this ship and the condition thereof are found to comply with the relevant provisions of the Convention.

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

Wet No. 2, 1986**WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
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Kragtens die bepalinge van Regulasie 12 (2) en (4) van Aanhangsel II by die Konvensie word die
geldigheidsduur van hierdie sertifikaat verleng tot

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

(Seël of stempel van die Owerheid, soos toepaslik)

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Under the provisions of Regulation 12 (2) and (4) of Annex II of the Convention the validity of this Certificate is extended until

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority, as appropriate)

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PROTOKOL VAN 1978

MET BETREKKING TOT DIE INTERNASIONALE KONVENSIË TER VOORKOMING VAN BESOEDELING DEUR SKEPE, 1973

NADEMAAL DIE PARTYE TOT HIERDIE PROTOKOL,

ERKENNING VERLEEN aan die aansienlike bydrae wat deur die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973 ⁽¹⁾, gelewer kan word tot die beskerming van die mariene omgewing teen besoedeling deur skepe,

ERKENNING OOK VERLEEN aan die noodsaaklikheid om mariene besoedeling deur skepe, veral olietekskepe, verder te voorkom en te beheer,

ERKENNING VERDER VERLEEN aan die noodsaaklikheid om die Regulasies ter Voorkoming van Besoedeling deur Olie, vervat in Aanhangel I by daardie Konvensie, so gou en wyd moontlik te implementeer,

BEWUS IS egter daarvan dat dit noodsaaklik is om die toepassing van Aanhangel II by daardie Konvensie uit te stel totdat sekere tegniese probleme bevredigend opgelos is,

VAN OORDEEL IS dat hierdie doelwitte die beste bereik kan word deur die sluiting van 'n Protokol met betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973,

SO IS DIT DAT DIE PARTYE TOT HIERDIE PROTOKOL SOOS VOLG OOREENGEKOM HET:

ARTIKEL I

Algemene Verpligtinge

1. Partye tot hierdie Protokol onderneem om uitvoering te gee aan die bepalings van:
 - (a) hierdie Protokol en die Aanhangel hierby wat 'n integrerende deel van hierdie Protokol uitmaak; en
 - (b) die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973 (hieronder "die Konvensie" genoem) onderworpe aan die wysigings en byvoegings in hierdie Protokol uiteengesit.
2. Die bepalings van die Konvensie en hierdie Protokol moet as een enkele stuk saamgelees en vertolk word.
3. Elke verwysing na hierdie Protokol is tegelykertyd 'n verwysing na die Aanhangel hierby.

ARTIKEL II

Implementering van Aanhangel II van die Konvensie

1. Nieteenstaande die bepalings van Artikel 14 (1) van die Konvensie, gaan die Partye tot hierdie Protokol akkoord dat hulle nie gebonde is nie aan die bepalings van Aanhangel II by die Konvensie vir 'n tydperk van drie jaar vanaf die datum van inwerkingtreding van hierdie Protokol of vir die langer tydperk waarop 'n tweederde-meerderheid van die Partye tot hierdie Protokol besluit in die Komitee vir die Beskerming van die Mariene Omgewing (hieronder "die Komitee" genoem) van die Intergoewermentele Seevaartkonsultorganisasie (hieronder "die Organisasie" genoem).
2. Gedurende die tydperk in paragraaf 1 van hierdie Artikel gespesifiseer, staan die Partye tot hierdie Protokol onder geen verpligting ingevolge die Konvensie nie en is hulle ook nie geregtig om ingevolge die Konvensie op voorregte aanspraak te maak nie met betrekking tot sake rakende Aanhangel II van die Konvensie, en sluit geen verwysing na Partye tot die Konvensie die Partye by hierdie Protokol in nie vir sover dit sake rakende daardie Aanhangel betref.

ARTIKEL III

Oordra van inligting

Die teks van Artikel 11 (1) (b) van die Konvensie word deur die volgende vervang:

"'n lys van benoemde opnemers of erkende organisasies wat gemagtig is om namens hulle op te tree by die administrasie van aangeleenthede rakende die ontwerp, bou, uitrusting en bedryf van skepe wat skadelike stowwe ooreenkomstig die bepalings van die Regulasies vervoer, ten einde na die Partye omgestuur te word ter inligting van hulle beamptes. Die Administrasie moet derhalwe die Organisasie in kennis stel van die spesifieke verantwoordelikhede en voorwaardes van die gesag wat aan benoemde opnemers of erkende organisasies gedelegeer is."

ARTIKEL IV

Ondertekening, Bekragtiging, Aanvaarding, Goedkeuring en Toetrede

1. Hierdie Protokol is vanaf 1 Junie 1978 tot 31 Mei 1979 by die Hoofkwartier van die Organisasie oop vir ondertekening, en bly daarna oop vir toetrede. State kan Partye tot die huidige Protokol word deur —
 - (a) ondertekening sonder voorbehoud wat bekragtiging, aanvaarding of goedkeuring betref;
 - (b) ondertekening onderworpe aan bekragtiging, aanvaarding of goedkeuring, gevolg deur bekragtiging, aanvaarding of goedkeuring; of
 - (c) toetrede.
2. Bekragtiging, aanvaarding, goedkeuring of toetrede geskied deur die inhandiging van 'n bewysstuk met daardie strekking by die Sekretaris-generaal van die Organisasie.

ARTIKEL V

Inwerkingtreding

1. Hierdie Protokol tree in werking twaalf maande na die datum waarop nie minder nie as vyftien State, wie se gesamentlike handelsvlote nie minder nie as vyftig persent van die bruto tonnemaat van die

(1) Kyk Miscellaneous Series No. 26 (1974), Cmnd. 5748, p. 9.

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PROTOCOL OF 1978

RELATING TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION
FROM SHIPS, 1973

THE PARTIES TO THE PRESENT PROTOCOL,

RECOGNIZING the significant contribution which can be made by the International Convention for the Prevention of Pollution from Ships, 1973 ⁽¹⁾, to the protection of the marine environment from pollution from ships,

RECOGNIZING ALSO the need to improve further the prevention and control of marine pollution from ships, particularly oil tankers,

RECOGNIZING FURTHER the need for implementing the Regulations for the Prevention of Pollution by Oil contained in Annex I of that Convention as early and as widely as possible,

ACKNOWLEDGING however the need to defer the application of Annex II of that Convention until certain technical problems have been satisfactorily resolved,

CONSIDERING that these objectives may best be achieved by the conclusion of a Protocol relating to the International Convention for the Prevention of Pollution from Ships, 1973,

HAVE AGREED as follows:

ARTICLE I

General Obligations

1. The Parties to the present Protocol undertake to give effect to the provisions of:
 - (a) the present Protocol and the Annex hereto which shall constitute an integral part of the present Protocol; and
 - (b) the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as "the Convention"), subject to the modifications and additions set out in the present Protocol.
2. The provisions of the Convention and the present Protocol shall be read and interpreted together as one single instrument.
3. Every reference to the present Protocol constitutes at the same time a reference to the Annex hereto.

ARTICLE II

Implementation of Annex II of the Convention

1. Notwithstanding the provisions of Article 14 (1) of the Convention, the Parties to the present Protocol agree that they shall not be bound by the provisions of Annex II of the Convention for a period of three years from the date of entry into force of the present Protocol or for such longer period as may be decided by a two-thirds majority of the Parties to the present Protocol in the Marine Environment Protection Committee (hereinafter referred to as "the Committee") of the Inter-Governmental Maritime Consultative Organization (hereinafter referred to as "the Organization").
2. During the period specified in paragraph 1 of this Article, the Parties to the present Protocol shall not be under any obligations nor entitled to claim any privileges under the Convention in respect of matters relating to Annex II of the Convention and all reference to Parties in the Convention shall not include the Parties to the present Protocol in so far as matters relating to that Annex are concerned.

ARTICLE III

Communication of Information

The text of Article 11 (1) (b) of the Convention is replaced by the following:

"a list of nominated surveyors or recognized organizations which are authorized to act on their behalf in the administration of matters relating to the design, construction, equipment and operation of ships carrying harmful substances in accordance with the provisions of the Regulations for circulation to the Parties for information of their officers. The Administration shall therefore notify the Organization of the specific responsibilities and conditions of the authority delegated to nominated surveyors or recognized organizations."

ARTICLE IV

Signature, Ratification, Acceptance, Approval and Accession

1. The present Protocol shall be open for signature at the Headquarters of the Organization from 1 June 1978 to 31 May 1979 and shall thereafter remain open for accession. States may become Parties to the present Protocol by:
 - (a) signature without reservation as to ratification, acceptance or approval; or
 - (b) signature, subject to ratification, acceptance or approval, followed by ratification, acceptance or approval; or
 - (c) accession.
2. Ratification, acceptance, approval or accession shall be effected by the deposit of an instrument to that effect with the Secretary-General of the Organization.

ARTICLE V

Entry into Force

1. The present Protocol shall enter into force twelve months after the date on which not less than fifteen States, the combined merchant fleets of which constitute not less than fifty per cent of the gross ton-

(1) See Miscellaneous Series No. 26 (1974), Cmnd. 5748 p. 9.

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wêreld se handelskeepvaart uitmaak, Partye daartoe ooreenkomstig Artikel IV van hierdie Protokol geword het.

2. 'n Bewys van bekragtiging, aanvaarding, goedkeuring of toetrede wat ingehandig word na die datum waarop hierdie Protokol in werking tree, word drie maande na die datum van inhandiging van krag.
3. Na die datum waarop 'n wysiging aan hierdie Protokol geag word aanvaar te wees ooreenkomstig Artikel 16 van die Konvensie, is enige ingediende bewys van bekragtiging, aanvaarding, goedkeuring of toetrede van toepassing op hierdie Protokol soos gewysig.

ARTIKEL VI

Wysigings

Die prosedures uiteengesit in Artikel 16 van die Konvensie ten opsigte van wysigings aan die Artikels, aan 'n Aanhangsel en aan 'n Byvoegsel by 'n Aanhangsel van die Konvensie is van toepassing op onderskeidelik wysigings aan die Artikels aan die Aanhangsel en aan 'n Byvoegsel by die Aanhangsel by hierdie Protokol.

ARTIKEL VII

Opsegging

1. Hierdie Protokol kan te eniger tyd na verloop van vyf jaar vanaf die datum waarop dit vir 'n Party tot hierdie Protokol van krag geword het, deur daardie Party opgesê word.
2. Opsegging moet geskied deur die indiening van 'n bewys van opsegging by die Sekretaris-generaal van die Organisasie.
3. 'n Opsegging word van krag twaalf maande nadat die Sekretaris-generaal van die Organisasie die kennisgewing ontvang het of na verstryking van die langer tydperk wat in die kennisgewing aangedui word.

ARTIKEL VIII

Depositaris

1. Hierdie Protokol moet ingedien word by die Sekretaris-generaal van die Organisasie (hieronder "die Depositaris" genoem).
2. Die Depositaris moet—
 - (a) alle State wat hierdie Protokol onderteken het of daartoe toegetree het, in kennis stel van:
 - (i) elke nuwe ondertekening of indiening van 'n bewys van bekragtiging, aanvaarding, goedkeuring of toetrede, asook van die datum daarvan;
 - (ii) die datum van inwerkingtreding van hierdie Protokol;
 - (iii) die indiening van 'n bewys van opsegging van hierdie Protokol, asook van die datum waarop dit ontvang is en van die datum waarop die opsegging van krag word;
 - (iv) enige besluit geneem ooreenkomstig Artikel II (1) van hierdie Protokol;
 - (b) gewaarmerkte ware afskrifte van hierdie Protokol deurstuur aan alle State wat hierdie Protokol onderteken het of daartoe toegetree het.
3. Sodra hierdie Protokol in werking tree, moet 'n gewaarmerkte ware afskrif daarvan deur die Depositaris deurgestuur word aan die Sekretariaat van die Verenigde Nasies vir registrasie en publikasie ooreenkomstig Artikel 102 van die Handves van die Verenigde Nasies.

ARTIKEL IX

Tale

Hierdie Protokol is as 'n enkele oorspronklike opgestel in die Engelse, Franse, Russiese en Spaanse tale, al die tekste synde ewe outentiek. Amptelike vertalings moet in die Arabiese, Duitse, Italiaanse en Japanse tale opgestel en saam met die ondertekende oorspronklike ingehandig word.

AS BEWYS WAARVAN die ondergetekendes, behoorlik deur hul onderskeie Regerings daartoe gemagtig, hierdie Protokol onderteken het.

GEDOEN TE LONDEN op hierdie sewentiende dag van Februarie een-duisend negenhonderd agt-en-sewentig.

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nage of the world's merchant shipping, have become Parties to it in accordance with Article IV of the present Protocol.

2. Any instrument of ratification, acceptance, approval or accession deposited after the date on which the present Protocol enters into force shall take effect three months after the date of deposit.
3. After the date on which an amendment to the present Protocol is deemed to have been accepted in accordance with Article 16 of the Convention, any instrument of ratification, acceptance, approval or accession deposited shall apply to the present Protocol as amended.

ARTICLE VI

Amendments

The procedures set out in Article 16 of the Convention in respect of amendments to the Articles, an Annex and an Appendix to an Annex of the Convention shall apply respectively to amendments to the Articles, the Annex and an Appendix to the Annex of the present Protocol.

ARTICLE VII

Denunciation

1. The present Protocol may be denounced by any Party to the present Protocol at any time after the expiry of five years from the date on which the Protocol enters into force for that Party.
2. Denunciation shall be effected by the deposit of an instrument of denunciation with the Secretary-General of the Organization.
3. A denunciation shall take effect twelve months after receipt of the notification by the Secretary-General of the Organization or after the expiry of any other longer period which may be indicated in the notification.

ARTICLE VIII

Depositary

1. The present Protocol shall be deposited with the Secretary-General of the Organization (hereinafter referred to as "the Depositary").
2. The Depositary shall:
 - (a) inform all States which have signed the present Protocol or acceded thereto of:
 - (i) each new signature or deposit of an instrument of ratification, acceptance, approval or accession, together with the date thereof;
 - (ii) the date of entry into force of the present Protocol;
 - (iii) the deposit of any instrument of denunciation of the present Protocol together with the date on which it was received and the date on which the denunciation takes effect;
 - (iv) any decision made in accordance with Article II (1) of the present Protocol;
 - (b) transmit certified true copies of the present Protocol to all States which have signed the present Protocol or acceded thereto.
3. As soon as the present Protocol enters into force, a certified true copy thereof shall be transmitted by the Depositary to the Secretariat of the United Nations for registration and publication in accordance with Article 102 of the Charter of the United Nations.

ARTICLE IX

Languages

The present Protocol is established in a single original in the English, French, Russian and Spanish languages, each text being equally authentic. Official translations in the Arabic, German, Italian and Japanese languages shall be prepared and deposited with the signed original.

IN WITNESS WHEREOF the undersigned being duly authorized by their respective Governments for that purpose have signed the present Protocol.

DONE AT LONDON this seventeenth day of February one thousand nine hundred and seventy-eight.

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WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
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AANHANGSEL

WYSIGINGS AAN EN BYVOEGINGS BY DIE INTERNASIONALE KONVENSIE TER
VOORKOMING VAN BESOEDELING DEUR SKEPE, 1973

AANHANGSEL I

REGULASIES TER VOORKOMING VAN BESOEDELING DEUR OLIE

Regulasie 1

Woordomskrywing

Paragrafe (1) tot (7)—geen verandering nie.

Die bestaande teks van paragraaf (8) word deur die volgende vervang:

“(8) (a) ‘Groot ombouing’ ’n ombouing van ’n bestaande skip:

- (i) wat die afmetings of dravermoë van die skip aansienlik verander; of
- (ii) wat die skip ’n ander tipe skip maak; of
- (iii) wat na die mening van die Administrasie ten doel het om die gebruiksduur van die skip aansienlik te verleng; of
- (iv) wat andersins die skip so verander dat indien dit ’n nuwe skip was, dit onderworpe sou geword het aan die tersaaklike bepalings van hierdie Protokol wat nie op die skip as bestaande skip van toepassing is nie.

(b) Nieteenstaande die bepalings van subparagraaf (a) van hierdie paragraaf word ’n ombouing van ’n bestaande olietenskip met ’n ladingsgewig van 20 000 ton en meer ten einde te voldoen aan die vereistes van Regulasie 13 van hierdie Aanhangel, vir doeleindes van hierdie Aanhangel nie geag ’n groot ombouing te wees nie.”

Paragrafe (9) tot (22)—geen verandering nie.

Die bestaande teks van paragraaf (23) word deur die volgende vervang:

“(23) ‘Liggewig’ die verplasing van ’n skip in metrieke ton sonder vrag, brandstof, smeerolie, ballaswater, varswater en toevoerwater in tenks, verbruikbare voorraad, en passasiers en bemanning en hulle besittings.”

Paragrafe (24) en (25)—geen verandering nie.

Die volgende paragrafe word tot die bestaande teks toegevoeg:

“(26) ‘Nuwe olietenskip’, ondanks die bepalings van paragraaf (6) van hierdie Regulasie, vir doeleindes van Regulasies 13, 13B, 13E en 18 (5) van hierdie Aanhangel, ’n olietenskip—

- (a) waarvoor die boukontrak na 1 Junie 1979 gesluit word; of
 - (b) by ontstentenis van ’n boukontrak, waarvan die kiel gelê word of wat in ’n dergelike stadium van konstruksie is na 1 Junie 1980; of
 - (c) waarvan die lewering na 1 Junie 1982 geskied; of
 - (d) wat ’n groot ombouing ondergaan het—
 - (i) waarvoor die kontrak na 1 Junie 1979 gesluit word; of
 - (ii) by ontstentenis van ’n kontrak, waarvan die bouwerk na 1 Januarie 1980 begin word; of
 - (iii) wat na 1 Junie 1982 voltooi word,
- behalwe dat, wat olietenskepe met ’n ladingsgewig van 70 000 ton en meer betref, die omskrywing in paragraaf (6) van hierdie Regulasie van toepassing is vir doeleindes van Regulasie 13 (1) van hierdie Aanhangel.

(27) ‘Bestaande olietenskip’, ondanks die bepalings van paragraaf (7) van hierdie Regulasie, by die toepassing van Regulasies 13, 13A, 13B, 13C, 13D en 18 (6) van hierdie Aanhangel, ’n olietenskip wat nie ’n nuwe olietenskip soos omskryf in paragraaf (26) van hierdie Regulasie is nie.

(28) ‘Ru-olie’ ’n vloeibare koolwaterstofmengsel wat natuurlik in die aarde voorkom, ongeag of dit behandel is om dit geskik te maak vir vervoer of nie, en ook:

- (a) ru-olie waaruit sekere distillaatfraksies verwyder is; en
- (b) ru-olie waarby sekere distillaatfraksies gevoeg is.

(29) ‘Ru-olietenskip’ ’n olietenskip betrokke by die bedryf van die vervoer van ru-olie.

(30) ‘Produkteskip’ ’n olietenskip betrokke by die bedryf van die vervoer van ander olie as ru-olie.”

Regulasies 2 en 3—geen verandering nie.

Regulasie 4

Die bestaande teks van Regulasie 4 word deur die volgende vervang:

Opnames en Inspeksies

(1) ‘Elke olietenskip met ’n bruto tonnemaat van 150 ton of meer, en elke ander skip met ’n bruto tonnemaat van 400 ton of meer is aan die hieronder gespesifiseerde opnames onderworpe:

- (a) ’n Aanvangsopname voordat die skip in diens gestel word of voordat die Sertifikaat vereis ingevolge Regulasie 5 van hierdie Aanhangel vir die eerste keer uitgereik word, wat ’n volledige opname moet insluit van die bou, uitrusting, stelsels, toebehore, inrigting en materiaal van die skip vir sover die skip deur hierdie Aanhangel gedek word. Hierdie opname moet sodanig wees dat daardeur verseker word dat die bou, uitrusting, stelsels, toebehore, inrigting en materiaal ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel.
- (b) Periodieke opnames, met tussenpose deur die Administrasie gespesifiseer maar hoogstens vyf jaar, wat sodanig moet wees dat daardeur verseker word dat die bou, uitrusting, stelsels, toebehore, inrigting en materiaal ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel.

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ANNEX

MODIFICATIONS AND ADDITIONS TO THE INTERNATIONAL CONVENTION FOR THE
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ANNEX I

REGULATIONS FOR THE PREVENTION OF POLLUTION BY OIL

Regulation 1

Definitions

Paragraphs (1) to (7)—No change.

The existing text of paragraph (8) is replaced by the following:

“(8)(a) ‘Major conversion’ means a conversion of an existing ship:

- (i) which substantially alters the dimensions or carrying capacity of the ship; or
- (ii) which changes the type of the ship; or
- (iii) the intent of which in the opinion of the Administration, is substantially to prolong its life; or
- (iv) which otherwise so alters the ship that, if it were a new ship, it would become subject to relevant provisions of the present Protocol not applicable to it as an existing ship.

(b) Notwithstanding the provisions of sub-paragraph (a) of this paragraph conversion of an existing oil tanker of 20 000 tons deadweight and above to meet the requirements of Regulation 13 of this Annex shall not be deemed to constitute a major conversion for the purpose of this Annex.”

Paragraphs (9) to (22)—No change.

The existing text of paragraph (23) is replaced by the following:

“(23) ‘Lightweight’ means the displacement of a ship in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, and passengers and crew and their effects.”

Paragraphs (24) and (25)—No change.

The following paragraphs are added to the existing text:

“(26) Notwithstanding the provisions of paragraph (6) of this Regulation, for the purposes of Regulations 13, 13B, 13E and 18 (5) of this Annex, ‘new oil tanker’ means an oil tanker:

- (a) for which the building contract is placed after 1 June 1979; or
- (b) in the absence of a building contract, the keel of which is laid, or which is at a similar stage of construction after 1 January 1980; or
- (c) the delivery of which is after 1 June 1982; or
- (d) which has undergone a major conversion—
 - (i) for which the contract is placed after 1 June 1979; or
 - (ii) in the absence of a contract, the construction work of which is begun after 1 January 1980; or
 - (iii) which is completed after 1 June 1982,

except that, for oil tankers of 70 000 tons deadweight and above, the definition in paragraph (6) of this Regulation shall apply for the purposes of Regulation 13 (1) of this Annex.

(27) Notwithstanding the provisions of paragraph (7) of this Regulation, for the purposes of Regulation 13, 13A, 13B, 13C, 13D and 18 (6) of this Annex, ‘existing oil tanker’ means an oil tanker which is not a new oil tanker as defined in paragraph (26) of this Regulation.

(28) ‘Crude oil’ means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation and includes:

- (a) crude oil from which certain distillate fractions may have been removed; and
- (b) crude oil to which certain distillate fractions may have been added.

(29) ‘Crude oil tanker’ means an oil tanker engaged in the trade of carrying crude oil.

(30) ‘Product carrier’ means an oil tanker engaged in the trade of carrying oil other than crude oil.”

Regulations 2 and 3—No change.

Regulation 4

The existing text of Regulation 4 is replaced by the following:

“Surveys and Inspections

(1) Every oil tanker of 150 tons gross tonnage and above, and every other ship of 400 tons gross tonnage and above shall be subject to the surveys specified below:

- (a) An initial survey before the ship is put in service or before the Certificate required under Regulation 5 of this Annex is issued for the first time, which shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material in so far as the ship is covered by this Annex. This survey shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with the applicable requirements of this Annex.
- (b) Periodical surveys at intervals specified by the Administration, but not exceeding five years, which shall be such as to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with the requirements of this Annex.

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- (c) 'n Minimum van een tussenopname gedurende die geldigheids tydperk van die Sertifikaat, wat sodanig moet wees dat daardeur verseker word dat die uitrusting en bybehorende pomp- en pypstelsels, met inbegrip van olie-uitlaatmoniteer-en-beheerstelsels, ru-oliewasstelsels, uitrusting vir die afskeiding van olierige water en oliefiltreerstelsels ten volle voldoen aan die toepaslike vereistes van hierdie Aanhangel en in goeie werkende toestand is. In gevalle waar slegs een so 'n tussenopname uitgevoer word gedurende 'n geldigheids termyn van die Sertifikaat, moet dit uitgevoer word nie vroeër nie as ses maande voor en nie later nie as ses maande na die halfpaddatum van die Sertifikaat se geldigheids tydperk. Sodanige tussenopnames moet geëndosseer word op die Sertifikaat uitgereik ingevolge Regulasie 5 van hierdie Aanhangel.
- (2) Die Administrasie moet gepaste maatreëls vir skepe wat nie ondeworpe is nie aan die bepalings van paragraaf (1) van hierdie Regulasie instel ten einde te verseker dat daar aan die toepaslike bepalings van hierdie Aanhangel voldoen word.
- (3) (a) Opnames van skepe betreffende die toepassing van die bepalings van hierdie Aanhangel moet deur beamptes van die Administrasie uitgevoer word. Die Administrasie kan egter die opnames opdra aan of opnemers wat vir die doel benoem is of organisasies wat deur hom erken word.
- (b) Die Administrasie moet reël dat verrassingsinspeksies gedurende die Sertifikaat se geldigheidsduur uitgevoer word. Sodanige inspeksies moet verseker dat die skip en sy uitrusting in alle opsigte geskik bly vir die diens waarvoor die skip bestem is. Hierdie inspeksies kan uitgevoer word deur die Administrasie se eie inspeksiediens, of deur benoemde opnemers, of deur erkende organisasies, of deur ander Partye op versoek van die Administrasie. Waar die Administrasie kragtens die bepalings van paragraaf (1) van hierdie Regulasie verpligte jaarlikse opnames instel, is bogenoemde verrassingsinspeksies nie verpligtend nie.
- (c) 'n Administrasie wat opnemers benoem of organisasies erken vir die doel van die uitvoer van opnames en inspeksies soos in subparagrafe (a) en (b) van hierdie paragraaf uiteengesit, moet 'n benoemde opnemer of erkende organisasie ten minste magtig om—
- (i) herstelwerk aan 'n skip te vereis, en
- (ii) opnames en inspeksies uit te voer indien hy deur die betrokke owerhede van 'n Hawestaat daartoe versoek word.
- Die Administrasie moet die Organisasie in kennis stel van die spesifieke verantwoordelikhede en voorwaardes verbonde aan die bevoegdheid wat aan die benoemde opnemers of erkende organisasies gedelegeer word, ten einde aan die Partye tot hierdie Protokol omgestuur te kan word ter inligting van hulle beamptes.
- (d) Wanneer 'n benoemde opnemer of erkende organisasie vasstel dat die toestand van die skip of sy uitrusting nie wesenlik ooreenstem met die besonderhede op die Sertifikaat nie of sodanig is dat die skip nie geskik is om op see uit te vaar sonder om 'n onredelike skadebedreiging vir die mariene omgewing in te hou nie, moet dié opnemer of organisasie onmiddellik verseker dat korrek-tiewe stappe gedoen word en die Administrasie te syner tyd in kennis stel. Indien sodanige korrek-tiewe stappe nie gedoen word nie, moet die Sertifikaat ingetrek en die Administrasie onverwyld in kennis gestel word; en indien die skip in die hawe van 'n ander Party is, moet die betrokke owerhede van die Hawestaat ook onverwyld in kennis gestel word. Wanneer 'n beampte van die Administrasie, 'n benoemde opnemer of 'n erkende organisasie die betrokke owerhede van die Hawestaat in kennis gestel het, moet die Regering van die betrokke Hawestaat aan sodanige beampte, opnemer of organisasie die nodige bystand verleen om hulle verpligtinge ingevolge hierdie Regulasie na te kom. Waar dit nodig is moet die Regering van die betrokke Hawestaat die stappe doen wat sal verseker dat die skip nie uitvaar voordat hy op see kan uitvaar of die hawe kan verlaat ten einde na die naaste geskikte beskikbare herstelwerf te vaar sonder om 'n onrede-like skadebedreiging vir die mariene omgewing in te hou nie.
- (e) In elke geval waarborg die betrokke Administrasie die volledigheid en doeltreffendheid van die opname en inspeksie ten volle en onderneem hy om te sorg vir die nodige reëlings om hierdie verpligting na te kom.
- (4) (a) Die toestand van die skip en sy uitrusting moet gehandhaaf word ten einde te voldoen aan die bepalings van hierdie Protokol om te verseker dat die skip in alle opsigte geskik bly om op see uit te vaar sonder om 'n onredelike skadebedreiging vir die mariene omgewing in te hou.
- (b) Nadat 'n opname van die skip ingevolge paragraaf (1) van hierdie Regulasie voltooi is, mag geen verandering in die bou, uitrusting, stelsels, toebehore, inrigting of materiaal wat deur die opname gedek is, sonder die Administrasie se goedkeuring aangebring word nie, behalwe die reg-streekse vervanging van sodanige uitrusting en toebehore.
- (c) Wanneer ook al 'n skip in 'n ongeluk betrokke is of 'n defek ontdek word wat die skip se ongeskondenheid of die doeltreffendheid of volledigheid van sy uitrusting wat deur hierdie Aanhangel gedek word, wesenlik raak, moet die gesagvoerder of eienaar van die skip dit by die eerste geleentheid aanmeld by die Administrasie, die erkende organisasie of die benoemde opnemer wat verant-woordelik is vir die uitreiking van die tersaaklike Sertifikaat, wat ondersoek moet laat instel om vas te stel of 'n opname soos vereis deur paragraaf (1) van hierdie Regulasie nodig is. Indien die skip in 'n hawe van 'n ander Party verkeer, moet die gesagvoerder of eienaar ook onverwyld by die betrokke owerhede van die hawestaat verslag doen, en die benoemde opnemer of erkende or-ganisasie moet seker maak dat verslag aldus gedoen is."

Regulasies 5, 6 en 7

In die bestaande teks van hierdie Regulasies, skrap die uitdrukking "(1973)" waar dit ook al voorkom met betrekking tot die Internasionale Sertifikaat ter Voorkoming van Oliebesoedeling.

Regulasie 8

Geldigheidsduur van Sertifikaat

Die bestaande teks van Regulasie 8 word deur die volgende vervang:

- (1) 'n Internasionale Sertifikaat ter Voorkoming van Oliebesoedeling word uitgereik vir 'n tydperk deur die Administrasie gespesifiseer maar hoogstens vyf jaar vanaf die datum van uitreiking, met dien verstande dat in die geval van 'n olietenskip wat vir 'n beperkte tydperk, in Regulasie 13 (9) van hierdie Aanhangel gespesifiseer, in bedryf is met bestemde skoonballastens, die geldigheids tydperk van die Sertifikaat nie sodanige gespesifiseerde tydperk oorskry nie.

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- (c) A minimum of one intermediate survey during the period of validity of the Certificate which shall be such as to ensure that the equipment and associated pump and piping systems, including oil discharge monitoring and control systems, crude oil washing systems, oily-water separating equipment and oil filtering systems, fully comply with the applicable requirements of this Annex and are in good working order. In cases where only one such intermediate survey is carried out in any one Certificate validity period, it shall be held not before six months prior to, nor later than six months after the half-way date of the Certificate's period of validity. Such intermediate surveys shall be endorsed on the Certificate issued under Regulation 5 of this Annex.
- (2) The Administration shall establish appropriate measures for ships which are not subject to the provisions of paragraph (1) of this Regulation in order to ensure that the applicable provisions of this Annex are complied with.
- (3) (a) Surveys of ships as regards the enforcement of the provisions of this Annex shall be carried out by officers of the Administration. The Administration may, however, entrust the surveys either to surveyors nominated for the purpose or to organizations recognized by it.
- (b) The Administration shall institute arrangements for unscheduled inspections to be carried out during the period of validity of the Certificate. Such inspections shall ensure that the ship and its equipment remain in all respects satisfactory for the service for which the ship is intended. These inspections may be carried out by their own inspection services, or by nominated surveyors or by recognized organizations, or by other Parties upon request of the Administration. Where the Administration, under the provisions of paragraph (1) of this Regulation, establishes mandatory annual surveys, the above unscheduled inspections shall not be obligatory.
- (c) An Administration nominating surveyors or recognizing organizations to conduct surveys and inspections as set forth in sub-paragraph (a) and (b) of this paragraph, shall as a minimum empower any nominated surveyor or recognized organization to:
- (i) require repairs to a ship; and
 - (ii) carry out surveys and inspections if requested by the appropriate authorities of a Port State.
- The Administration shall notify the Organization of the specific responsibilities and conditions of the authority delegated to the nominated surveyors or recognized organizations, for circulation to Parties to the present Protocol for the information of their officers.
- (d) When a nominated surveyor or recognized organization determines that the condition of the ship or its equipment does not correspond substantially with the particulars of the Certificate or is such that the ship is not fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment, such surveyor or organization shall immediately ensure that corrective action is taken and shall in due course notify the Administration. If such corrective action is not taken the Certificate should be withdrawn and the Administration shall be notified immediately; and if the ship is in a port of another Party, the appropriate authorities of the Port State shall also be notified immediately. When an officer of the Administration, a nominated surveyor or recognized organization has notified the appropriate authorities of the Port State, the Government of the Port State concerned shall give such officer, surveyor or organization any necessary assistance to carry out their obligations under this Regulation. When applicable, the Government of the Port State concerned shall take such steps as will ensure that the ship shall not sail until it can proceed to sea or leave the port for the purpose of proceeding to the nearest appropriate repair yard available without presenting an unreasonable threat of harm to the marine environment.
- (e) In every case, the Administration concerned shall fully guarantee the completeness and efficiency of the survey and inspection and shall undertake to ensure the necessary arrangements to satisfy this obligation.
- (4) (a) The condition of the ship and its equipment shall be maintained to conform with the provisions of the present Protocol to ensure that the ship in all respects will remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment.
- (b) After any survey of the ship under paragraph (1) of this Regulation has been completed, no change shall be made in the structure, equipment, systems, fittings, arrangements or material covered by the survey, without the sanction of the Administration, except the direct replacement of such equipment and fittings.
- (c) Whenever an accident occurs to a ship or a defect is discovered which substantially affects the integrity of the ship or the efficiency or completeness of its equipment covered by this Annex the master or owner of the ship shall report at the earliest opportunity to the Administration, the recognized organization or the nominated surveyor responsible for issuing the relevant Certificate, who shall cause investigations to be initiated to determine whether a survey as required by paragraph (1) of this Regulation is necessary. If the ship is in a port of another Party, the master or owner shall also report immediately to the appropriate authorities of the Port State and the nominated surveyor or recognized organization shall ascertain that such report has been made."

Regulations 5, 6 and 7

In the existing text of these Regulations, delete all references to "(1973)" in relation to the International Oil Pollution Prevention Certificate.

Regulation 8*Duration of Certificate*

The existing text of Regulation 8 is replaced by the following:

- "(1) An International Oil Pollution Prevention Certificate shall be issued for a period specified by the Administration, which shall not exceed five years from the date of issue, provided that in the case of an oil tanker operating with dedicated clean ballast tanks for a limited period specified in Regulation 13 (9) of this Annex, the period of validity of the Certificate shall not exceed such specified period.

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- (2) 'n Sertifikaat hou op om geldig te wees indien aansienlike veranderings sonder die goedkeuring van die Administrasie aan die vereiste bou, uitrusting, stelsels, toebehore, inrigting of materiaal aangebring is, uitgesonderd die regstreekse vervanging van sodanige uitrusting of toebehore, of indien tussenopnames soos deur die Administrasie kragtens Regulasie 4 (1) (c) van hierdie Aanhangsel gespesifiseer nie uitgevoer is nie.
- (3) 'n Sertifikaat wat ten opsigte van 'n skip uitgereik is, hou ook op om geldig te wees by oordrag van die skip na die vlag van 'n ander Staat. 'n Nuwe Sertifikaat word slegs uitgereik wanneer die Regering wat die nuwe Sertifikaat uitreik ten volle oortuig is dat die skip ten volle voldoen aan die vereistes van Regulasie 4 (4) (a) en (b) van hierdie Aanhangsel. In die geval van 'n oordrag tussen Partye, en indien dit binne drie maande na die oordrag plaasgevind het, versook word, moet die Regering van die Party wie se vlag die skip voorheen geregtig was om te voer, so gou moontlik aan die Administrasie 'n afskrif deurstuur van die Sertifikaat wat die skip voor oordrag aan boord gehad het, en as dit beskikbaar is, 'n afskrif van die tersaaklike opnameverslag."

Regulasies 9 tot 12—geen verandering nie.

Die bestaande teks van Regulasie 13 word deur die volgende Regulasies vervang:

"Regulasie 13*Geskeide-ballastenks, Bestemde Skoonballastenks en ru-oliewassing*

Behoudens die bepalinge van Regulasies 13C en 13D van hierdie Aanhangsel, moet olietenskepe aan die vereistes van hierdie Regulasie voldoen.

Nuwe olietenskepe met 'n ladingsgewig van 20 000 ton en meer

- (1) Elke nuwe ru-olietenskip met 'n ladingsgewig van 20 000 ton of meer en elke nuwe produkteskip met 'n ladingsgewig van 30 000 ton of meer moet toegerus wees met geskeide-ballastenks en voldoen aan paragrafe (2), (3) en (4), of paragraaf (5) waar gepas, van hierdie Regulasie.
- (2) Die kapasiteit van die geskeide-ballastenks moet sodanig wees dat die skip met veiligheid op ballasreise kan vaar sonder om van vragtenks gebruik te moet maak vir waterballas, behalwe in gevalle waarvoor in paragraaf (3) of (4) van hierdie Regulasie voorsiening gemaak is. In alle gevalle moet die kapasiteit van geskeide-ballastenks egter ten minste sodanig wees dat in enige ballastoestand op enige deel van die reis, met inbegrip van die toestand van liggewig plus slegs geskeide ballas, die skip se diepgang en trim aan elk van die volgende vereistes kan voldoen:
 - (a) die gevormde diepgang midskeeps (dm) in meter (sonder inagneming van enige skeepsdeformasie) mag nie minder wees nie as:

$$dm = 2.0 + 0.02 L;$$
 - (b) die diepgang by die voor- en agterloodlyn moet ooreenstem met dié wat bepaal word deur die diepgang midskeeps (dm), soos in subparagraaf (a) van hierdie paragraaf gespesifiseer, tesame met die trim by die agterstewe van hoogstens 0.015 L; en
 - (c) die diepgang by die agterloodlyn mag in elk geval nie minder wees nie as wat nodig is om te verseker dat die skroef of skroewe heeltemal onder die water is.
- (3) In geen geval mag ballaswater in vragtenks gevoer word nie behalwe op dié enkele reise wanneer weerstoestande so straf is dat dit na die mening van die gesagvoerder nodig is om vir die veiligheid van die skip addisionele ballaswater in vragtenks te voer. Sodanige addisionele ballaswater moet geprosesseer en uitgelaat word ooreenkomstig Regulasie 9 van hierdie Aanhangsel en ooreenkomstig die vereistes van Regulasie 15 van hierdie Aanhangsel, en 'n inskrywing moet gedoen word in die Olie-rekordboek in Regulasie 20 van hierdie Aanhangsel bedoel.
- (4) In die geval van nuwe ru-olietenskepe kan die addisionele ballas wat by paragraaf (3) van hierdie Regulasie toegelaat word, in vragtenks gevoer word slegs as sodanige tenks ooreenkomstig Regulasie 13B van hierdie Aanhangsel met ru-olie gewas is voordat die skip 'n olie-affaaihawe of -eindpunt verlaat het.
- (5) Nieteenstaande die bepalinge van paragraaf (2) van hierdie Regulasie, moet die geskeide-ballastoestande vir olietenskepe wat korter as 150 meter is, ten genoë van die Administrasie wees.
- (6) Elke nuwe ru-olietenskip met 'n ladingsgewig van 20 000 ton of meer moet toegerus wees met 'n vragtenkskoonmaakstelsel waarby gebruik gemaak word van ru-oliewassing. Die Administrasie moet onderneem om te verseker dat die stelsel ten volle voldoen aan die vereistes van Regulasie 13B van hierdie Aanhangsel binne een jaar nadat die tenkskip die eerste keer in die vragvaart ru-olie vervoer het of teen die einde van die derde reis waarop hy ru-olie vervoer het wat geskik is vir ru-oliewassing, watter ook al die laatste is. Tensy sodanige olietenskip ru-olie vervoer wat nie vir ru-oliewassing geskik is nie, moet die olietenskip die stelsel ooreenkomstig die vereistes van daardie Regulasie bedryf.

Bestaande ru-olietenskepe met 'n ladingsgewig van 40 000 ton en meer

- (7) Behoudens die bepalinge van paragrafe (8) en (9) van hierdie Regulasie moet elke bestaande ru-olietenskip met 'n ladingsgewig van 40 000 ton of meer toegerus wees met geskeide-ballastenks en voldoen aan die vereistes van paragrafe (2) en (3) van hierdie Regulasie vanaf die datum van inwerkingtreding van hierdie Protokol.
- (8) Bestaande ru-olietenskepe bedoel in paragraaf (7) van hierdie Regulasie kan, in plaas daarvan dat hulle met geskeide-ballastenks in bedryf wees met 'n vragtenkskoonmaakprosedure waarby van ru-oliewassing gebruik gemaak word ooreenkomstig Regulasie 13B van hierdie Aanhangsel, tensy die ru-olietenskip bestem is om ru-olie te vervoer wat nie vir ru-oliewassing geskik is nie.
- (9) Bestaande ru-olietenskepe bedoel in paragraaf (7) of (8) van hierdie Regulasie kan, in plaas daarvan dat hulle met geskeide-ballastenks toegerus word of in bedryf is met 'n vragtenkskoonmaakprosedure waarby van ru-oliewassing gebruik gemaak word, bestemde skoonballastenks ooreenkomstig die bepalinge van Regulasie 13A van hierdie Aanhangsel vir die volgende tydperk in bedryf hou:
 - (a) vir ru-olietenskepe met 'n ladingsgewig van 70 000 ton en meer, tot twee jaar na die datum van inwerkingtreding van hierdie Protokol, en
 - (b) vir ru-olietenskepe met 'n ladingsgewig van 40 000 ton of meer, maar minder as 70 000 ton, tot vier jaar na die datum van inwerkingtreding van hierdie Protokol.

Bestaande produkteskepe met 'n ladingsgewig van 40 000 ton en meer

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- (2) A Certificate shall cease to be valid if significant alterations have taken place in the construction, equipment, systems, fittings, arrangements or material required without the sanction of the Administration, except the direct replacement of such equipment or fittings, or if intermediate surveys as specified by the Administration under Regulation 4 (1) (c) of this Annex are not carried out.
- (3) A Certificate issued to a ship shall also cease to be valid upon transfer of the ship to the flag of another State. A new Certificate shall only be issued when the Government issuing the new Certificate is fully satisfied that the ship is in full compliance with the requirements of Regulation 4 (4) (a) and (b) of this Annex. In the case of a transfer between Parties, if requested within three months after the transfer has taken place, the Government of the Party whose flag the ship was formerly entitled to fly shall transmit as soon as possible to the Administration a copy of the Certificate carried by the ship before the transfer and, if available, a copy of the relevant survey report."

Regulations 9 to 12 — No change.

The existing text of Regulation 13 is replaced by the following Regulations:

"Regulation 13*Segregated Ballast Tanks, Dedicated Clean Ballast Tanks and Crude Oil Washing*

Subject to the provisions of Regulation 13C and 13D of this Annex, oil tankers shall comply with the requirements of this Regulation.

New oil tankers of 20 000 tons deadweight and above

- (1) Every new crude oil tanker of 20 000 tons deadweight and above and every new product carrier of 30 000 tons deadweight and above shall be provided with segregated ballast tanks and shall comply with paragraphs (2), (3) and (4), or paragraph (5) as appropriate, of this Regulation.
- (2) The capacity of the segregated ballast tanks shall be so determined that the ship may operate safely on ballast voyages without recourse to the use of cargo tanks for water ballast except as provided for in paragraph (3) or (4) of this Regulation. In all cases, however, the capacity of segregated ballast tanks shall be at least such that, in any ballast condition at any part of the voyage, including the conditions consisting of lightweight plus segregated ballast only, the ship's draughts and trim can meet each of the following requirements:
 - (a) the moulded draught amidships (dm) in metres (without taking into account any ship's deformation) shall not be less than:

$$dm = 2.0 + 0.02 L;$$
 - (b) the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships (dm) as specified in sub-paragraph (a) of this paragraph, in association with the trim by the stern of not greater than 0.015 L; and
 - (c) in any case the draught at the after perpendicular shall not be less than that which is necessary to obtain full immersion of the propeller(s).
- (3) In no case shall ballast water be carried in cargo tanks except on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship. Such additional ballast water shall be processed and discharged in compliance with Regulation 9 of this Annex and in accordance with the requirements of Regulation 15 of this Annex and entry shall be made in the Oil Record Book referred to in Regulation 20 of this Annex.
- (4) In the case of new crude oil tankers, the additional ballast permitted in paragraph (3) of this Regulation shall be carried in cargo tanks only if such tanks have been crude oil washed in accordance with Regulation 13B of this Annex before departure from an oil unloading port or terminal.
- (5) Notwithstanding the provisions of paragraph (2) of this Regulation, the segregated ballast conditions for oil tankers less than 150 metres in length shall be to the satisfaction of the Administration.
- (6) Every new crude oil tanker of 20 000 tons deadweight and above shall be fitted with a cargo tank cleaning system using crude oil washing. The Administration shall undertake to ensure that the system fully complies with the requirements of Regulation 13B of this Annex within one year after the tanker was first engaged in the trade of carrying crude oil or by the end of the third voyage carrying crude oil suitable for crude oil washing, whichever occurs later. Unless such oil tanker carries crude oil which is not suitable for crude oil washing, the oil tanker shall operate the system in accordance with the requirements of that Regulation.

Existing crude oil tankers of 40 000 tons deadweight and above

- (7) Subject to the provisions of paragraphs (8) and (9) of this Regulation every existing crude oil tanker of 40 000 tons deadweight and above shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs (2) and (3) of this Regulation from the date of entry into force of the present Protocol.
- (8) Existing crude oil tankers referred to in paragraph (7) of this Regulation may, in lieu of being provided with segregated ballast tanks, operate with a cargo tank cleaning procedure using crude oil washing in accordance with Regulation 13B of this Annex unless the crude oil tanker is intended to carry crude oil which is not suitable for crude oil washing.
- (9) Existing crude oil tankers referred to in paragraph (7) or (8) of this Regulation may, in lieu of being provided with segregated ballast tanks or operating with a cargo tank cleaning procedure using crude oil washing, operate with dedicated clean ballast tanks in accordance with the provisions of Regulation 13A of this Annex for the following period:
 - (a) for crude oil tankers of 70 000 tons deadweight and above, until two years after the date of entry into force of the present Protocol; and
 - (b) for crude oil tankers of 40 000 tons deadweight and above but below 70 000 tons deadweight, until four years after the date of entry into force of the present Protocol.

Existing product carriers of 40 000 tons deadweight and above

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- (10) Vanaf die datum waarop hierdie Protokol in werking tree, moet elke bestaande produkteskip met 'n ladingsgewig van 40 000 ton of meer toegerus wees met geskeide-ballasttenks en voldoen aan die vereistes van paragrafe (2) en (3) van hierdie Regulasie of, as alternatief, met bestemde skoonballasttenks in bedryf wees ooreenkomstig die bepalings van Regulasie 13A van hierdie Aanhangsel.

'n Olietenskip wat as 'n geskeide-ballas-olietenskip in aanmerking kom

- (11) 'n Olietenskip ten opsigte waarvan daar nie vereis word dat dit met geskeide-ballasttenks toegerus moet wees ooreenkomstig paragraaf (1), (7) of (10) van hierdie Regulasie nie, kan egter as 'n geskeide-ballastenskip in aanmerking kom, mits dit voldoen aan die vereistes van paragrafe (2) en (3), of paragraaf (5) waar gepas, van hierdie Regulasie.

Regulasie 13A

Vereistes vir Olietenskepe met Bestemde Skoonballasttenks

- (1) 'n Olietenskip wat met bestemde skoonballasttenks in bedryf is ooreenkomstig die bepalings van Regulasie 13 (9) of (10) van hierdie Aanhangsel, moet voldoende tenkkapasiteit hê, uitsluitlik bestem vir die vervoer van skoon ballas soos in Regulasie 1 (16) van hierdie Aanhangsel omskryf, om te voldoen aan die vereistes van Regulasie 13 (2) en (3) van hierdie Aanhangsel.
- (2) Die inrigting van en bedryfsprosedures vir bestemde skoonballasttenks moet voldoen aan die vereistes deur die Administrasie gestel. Sodanige vereistes moet ten minste al die bepalings bevat van die "Specifications for Oil Tankers with Dedicated Clean Ballast Tanks", aangeneem deur die Internasionale Konferensie oor Tenkskipveiligheid en Besoedelingvoorkoming, 1978, in Resolusie 14 en soos deur die Organisasie hersien mag word.
- (3) 'n Olietenskip wat in bedryf is met bestemde skoonballasttenks moet toegerus wees met 'n olie-inhoudmeter, goedgekeur deur die Administrasie op grond van spesifikasies aanbeveel deur die Organisasie*, sodat toetsing uitgeoefen kan word oor die olie-inhoud in ballaswater wat uitgelat word. Die olie-inhoudmeter moet nie later geïnstalleer word nie as ten tyde van die eerste geskeduleerde besoek van die tenkskip aan 'n skeepsverf ná die inwerkingtreding van hierdie Protokol. Tot tyd en wyl die olie-inhoudmeter geïnstalleer is, moet daar onmiddellik voor die uitlating van ballas deur ondersoek van die ballaswater uit bestemde tenks vasgestel word dat daar nie besoedeling met olie plaasgevind het nie.
- (4) Elke olietenskip wat in bedryf is met bestemde skoonballasttenks moet toegerus word met:
 - (a) 'n Bedryfshandboek vir Bestemde Skoonballasttenks waarin besonderhede van die stelsel aangegee en bedryfsprosedures gespesifiseer word. Sodanige handboek moet ten minste van die Administrasie wees en moet al die inligting bevat wat uiteengesit is in die Spesifikasies in paragraaf (2) van hierdie Regulasie bedoel. Indien 'n verandering rakende die stelsel van bestemde skoonballasttenks aangebring word, moet die Bedryfshandboek dienoreenkomstig hersien word; en
 - (b) 'n Byvoegsel tot die Olierekordboek in Regulasie 20 van hierdie Aanhangsel bedoel soos uiteengesit in byvoegsel 1 van Bylae III by hierdie Aanhangsel. Die byvoegsel moet 'n permanente deel van die Olierekordboek uitmaak.

Regulasie 13B

Vereistes vir Ru-oliewassing

- (1) Elke ru-oliewasstelsel wat voorsien moet word ooreenkomstig Regulasie 13 (6) en (8) van hierdie Aanhangsel moet aan die vereistes van hierdie Regulasie voldoen.
- (2) Die ru-oliewasinstallasie en bybehorende uitrusting en inrigtings moet voldoen aan die vereistes deur die Administrasie gestel. Sodanige vereistes moet minstens al die bepalings bevat van die "Specifications for the Design, Operation and Control of Crude Oil Washing Systems", aangeneem deur die Internasionale Konferensie oor Tenkskipveiligheid en Besoedelingvoorkoming, 1978, in Resolusie 15 en soos deur die Organisasie hersien mag word.
- (3) 'n Traegasstelsel moet in elke vragtenk en sloptenk voorsien word ooreenkomstig die gepaste regulasies van Hoofstuk II-2 van die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974, soos gewysig en aangevul deur die Protokol van 1978 met betrekking tot die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974.
- (4) Wat die inname van ballas in vragtenks betref, moet genoeg vragtenks voor elke ballasreis met ru-olie gewas word ten einde dat, met inagneming van die tenkskip se vragvaartpatroon en verwagte weerstoestand, ballaswater slegs in vragtenks wat met ru-olie gewas is, gepomp word.
- (5) Elke olietenskip wat in bedryf is met ru-oliewasstelsels moet toegerus wees met:
 - (a) 'n Bedryfs-en-uitrustinghandboek waarin besonderhede van die stelsel en uitrusting aangegee en bedryfsprosedures gespesifiseer word. Sodanige handboek moet ten minste van die Administrasie wees en moet al die inligting bevat wat uiteengesit is in die "specifications" in paragraaf (2) van hierdie Regulasie bedoel. Indien 'n verandering rakende die ru-oliewasstelsel aangebring word, moet die bedryfs-en-uitrustinghandboek dienoreenkomstig hersien word; en
 - (b) 'n Byvoegsel tot die Olierekordboek in Regulasie 20 van hierdie Aanhangsel bedoel soos uiteengesit in Byvoegsel 2 by Bylae III van hierdie Aanhangsel. Die byvoegsel moet 'n permanente deel van die Olierekordboek uitmaak.

Regulasie 13C

Bestaande Tenkskepe wat Spesifieke Vragvaarte Onderneem

- (1) Behoudens die bepalings van paragrafe (2) en (3) van hierdie Regulasie, is Regulasie 13 (7) tot (10) van hierdie Aanhangsel nie van toepassing nie op 'n bestaande olietenskip wat uitsluitlik spesifieke vragvaarte onderneem tussen —
 - (a) hawens of eindpunte binne 'n Staat wat 'n Party tot hierdie Protokol is; of
 - (b) hawens of eindpunte van State wat Partye tot die huidige Protokol is, waar:
 - (i) die reis geheel en al binne 'n Spesiale Gebied plaasvind soos omskryf in Regulasie 10 (1) van hierdie Aanhangsel; of

* Hier word verwys na die Aanbeveling oor Internasionale Prestasie- en Toetsspesifikasies vir Uitrusting vir die Afskeiding van Olierige Water en Olie-inhoudmeters, aangeneem deur die Organisasie ingevolge Resolusie A. 393(x).

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- (10) From the date of entry into force of the present Protocol, every existing product carrier of 40 000 tons deadweight and above shall be provided with segregated ballast tanks and shall comply with the requirements of paragraphs (2) and (3) of this Regulation, or, alternatively, operate with dedicated clean ballast tanks in accordance with the provisions of Regulation 13A of this Annex.

An oil tanker qualified as a segregated ballast oil tanker

- (11) Any oil tanker which is not required to be provided with segregated ballast tanks in accordance with paragraph (1), (7) or (10) of this Regulation may, however, be qualified as a segregated ballast tanker, provided that it complies with the requirements of paragraphs (2) and (3), or paragraph (5) as appropriate, of this Regulation.

Regulation 13A*Requirements for Oil Tankers with Dedicated Clean Ballast Tanks*

- (1) An oil tanker operating with dedicated clean ballast tanks in accordance with the provisions of Regulation 13 (9) or (10) of this Annex, shall have adequate tank capacity, dedicated solely to the carriage of clean ballast as defined in Regulation 1 (16) of this Annex, to meet the requirements of Regulation 13 (2) and (3) of this Annex.
- (2) The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the Specifications for Oil Tankers with Dedicated Clean Ballast Tanks adopted by the International Conference on Tanker Safety and Pollution Prevention, 1978, in Resolution 14 and as may be revised by the Organization.
- (3) An oil tanker operating with dedicated clean ballast tanks shall be equipped with an oil content meter, approved by the Administration on the basis of specifications recommended by the Organization*, to enable supervision of the oil content in ballast water being discharged. The oil content meter shall be installed no later than at the first scheduled shipyard visit of the tanker following the entry into force of the present Protocol. Until such time as the oil content meter is installed, it shall immediately before discharge of ballast be established by examination of the ballast water from dedicated tanks that no contamination with oil has taken place.
- (4) Every oil tanker operating with dedicated clean ballast tanks shall be provided with:
 - (a) a Dedicated Clean Ballast Tank Operation Manual detailing the system and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in paragraph (2) of this Regulation. If an alteration affecting the dedicated clean ballast tank system is made, the Operation Manual shall be revised accordingly; and
 - (b) a Supplement to the Oil Record Book referred to in Regulation 20 of this Annex as set out in Supplement 1 to Appendix III of this Annex. The Supplement shall be permanently attached to the Oil Record Book.

Regulation 13B*Requirements for Crude Oil Washing*

- (1) Every crude oil washing system required to be provided in accordance with Regulation 13 (6) and (8) of this Annex shall comply with the requirements of this Regulation.
- (2) The crude oil washing installation and associated equipment and arrangements shall comply with the requirements established by the Administration. Such requirements shall contain at least all the provisions of the Specifications for the Design, Operation and Control of Crude Oil Washing Systems adopted by the International Conference on Tanker Safety and Pollution Prevention, 1978, in Resolution 15 and as may be revised by the Organization.
- (3) An inert gas system shall be provided in every cargo tank and slop tank in accordance with the appropriate Regulations of Chapter II-2, of the International Convention for the Safety of Life at Sea, 1974, as modified and added to by the Protocol of 1978 Relating to the International Convention for the Safety of Life at Sea, 1974.
- (4) With respect to the ballasting of cargo tanks, sufficient cargo tanks shall be crude oil washed prior to each ballast voyage in order that, taking into account the tanker's trading pattern and expected weather conditions, ballast water is put only into cargo tanks which have been crude oil washed.
- (5) Every oil tanker operating with crude oil washing systems shall be provided with:
 - (a) an Operations and Equipment Manual detailing the system and equipment and specifying operational procedures. Such a Manual shall be to the satisfaction of the Administration and shall contain all the information set out in the Specifications referred to in paragraph (2) of this Regulation. If an alteration affecting the crude oil washing system is made, the Operations and Equipment Manual shall be revised accordingly; and
 - (b) a Supplement to the Oil Record Book referred to in Regulation 20 of this Annex as set out in Supplement 2 to Appendix III of this Annex. The Supplement shall be permanently attached to the Oil Record Book.

Regulation 13C*Existing Tankers Engaged in Specific Trades*

- (1) Subject to the provisions of paragraphs (2) and (3) of this Regulation, Regulation 13 (7) to (10) of this Annex shall not apply to an existing oil tanker solely engaged in specific trades between:
 - (a) ports or terminals within a State Party to the present Protocol; or
 - (b) ports or terminals of States Parties to the present Protocol, where:
 - (i) the voyage is entirely within a Special Area as defined in Regulation 10 (1) of this Annex; or

* Reference is made to the Recommendation on International Performance and Test Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by Resolution A. 393 (x).

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- (ii) die reis geheel en al binne ander grense plaasvind wat deur die Organisasie aangewys is.
- (2) Die bepalings van paragraaf (1) van hierdie Regulasie is van toepassing slegs wanneer die hawens of eindpunte waar vrag op sulke reise gelaaï word, voorsien is van ontvangsfasiliteite wat voldoende is vir die ontvangs en behandeling van al die ballas- en tenkwaswater afkomstig van olietenskepe wat daarvan gebruik maak en daar aan al die volgende voorwaardes voldoen word:
- behoudens die uitsonderings waarvoor in Regulasie 11 van hierdie Aanhangsel voorsiening gemaak is, word alle ballaswater, met inbegrip van skoonballaswater, en tenkwasreste aan boord gehou en in die ontvangsfasiliteite oorgeplaas en die inskrywing in die betrokke afdeling van die Byvoegsel tot die Olierekordboek in paragraaf (3) van hierdie Regulasie bedoel, word deur die bevoegde owerheid van die Hawestaat geëndosseer;
 - die Administrasie en die Regerings van die Hawestate bedoel in subparagraaf (1) (a) of (b) van hierdie Regulasie gaan akkoord oor die gebruik van 'n bestaande olietenskip vir spesifieke vragvaarte;
 - die toereikendheid van die ontvangsfasiliteite ooreenkomstig die tersaaklike bepalings van hierdie Aanhangsel by bogenoemde hawens of eindpunte word by die toepassing van hierdie Regulasie goedgekeur deur die Regering van die State-Partye tot hierdie Protokol waarin daardie hawens of eindpunte geleë is; en
 - die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling word geëndosseer ten effekte dat die olietenskip uitsluitlik sodanige spesifieke vragvaarte onderneem.
- (3) Elke olietenskip wat vir 'n spesifieke vragvaart gebruik word, moet voorsien word van 'n Byvoegsel tot die Olierekordboek bedoel in Regulasie 20 van hierdie Aanhangsel soos uiteengesit in Byvoegsel 3 tot Bylae III by hierdie Aanhangsel. Die Byvoegsel moet 'n permanente deel van die Olierekordboek uitmaak.

Regulasie 13D

Bestaande olietenskepe met Spesiale Ballasinrigtings

- (1) Waar 'n bestaande olietenskip so gebou is of op so 'n wyse funksioneer dat dit te alle tye voldoen aan die diepgang- en trimvereistes uiteengesit in Regulasie 13 (2) van hierdie Aanhangsel sonder gebruikmaking van ballaswater, word dit geag te voldoen aan die geskeide-ballastenvereistes bedoel in Regulasie 13 (7) van hierdie Aanhangsel, mits daar aan al die volgende voorwaardes voldoen word:
- bedryfsprosedures en ballasinrigtings word deur die Administrasie goedgekeur;
 - die Administrasie en die Regerings van die betrokke Hawestate-Partye tot hierdie Protokol kom ooreen oor wanneer daar deur middel van 'n bedryfsprosedure aan die diepgang- en trimvereistes voldoen word; en
 - die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling word geëndosseer ten effekte dat die olietenskip met spesiale ballasinrigtings funksioneer.
- (2) Ballaswater mag in geen geval in olietenskepe gevoer word nie behalwe op dié enkele reise wanneer weerstocstande so straf is dat dit na die mening van die gesagvoerder nodig is om vir die veiligheid van die skip addisionele ballaswater in olietenskepe te voer. Sodanige addisionele ballaswater moet geprosesseer en uitgelaat word ooreenkomstig Regulasie 9 van hierdie Aanhangsel en ooreenkomstig die vereistes van Regulasie 15 van hierdie Aanhangsel, en 'n inskrywing moet gemaak word in die Olierekordboek in Regulasie 20 van hierdie Aanhangsel bedoel.
- (3) 'n Administrasie wat 'n sertifikaat geëndosseer het ooreenkomstig subparagraaf (1) (c) van hierdie Regulasie moet besonderhede daarvan aan die Organisasie deurstuur sodat dit aan die Partye by die huidige Protokol oorgedra kan word.

Regulasie 13E

Beskermende Ligging van Ruimtes vir Geskeide ballas-tenske

- (1) In elke nuwe ru-olietenskip met 'n ladingsgewig van 20 000 ton of meer en elke nuwe produkteskip met 'n ladingsgewig van 30 000 ton of meer moet die geskeide-ballastenske wat nodig is om die kapasiteit te voorsien ter voldoening aan die vereistes van Regulasie 13 van hierdie Aanhangsel, wat binne die vragtenkklengte geleë is, ooreenkomstig die vereistes van paragrafe (2), (3) en (4) van hierdie Regulasie ingerig word sodat 'n mate van beskerming gebied word teen die uitvloei van olie ingeval die skip strand of in 'n botsing betrokke raak.
- (2) Geskeide-ballastenske en ander ruimtes as olietenske binne die vragtenkklengte (L_t) moet so ingerig word dat hulle aan die volgende vereiste voldoen:

$$\Sigma PA_e + \Sigma PA_s \geq J [L_t (B + 2D)]$$

waar: PA_e = die syhuidoppervlakte in vierkante meter vir elke geskeide-ballastensk of ander ruimte as 'n olietensk, gebaseer op geprojekteerde gevormde afmetings,

PA_s = die bodemhuidoppervlakte in vierkante meter vir elke sodanige tenk of ruimte gebaseer op geprojekteerde gevormde afmetings,

L_t = lengte in meter tussen die voorste en agterste uiteindes van die vragtenks,

B = maksimum breedte van die skip in meter soos in Regulasie 1 (21) van hierdie Aanhangsel omskryf,

D = gevormde diepte in meter, vertikaal gemeet van die bopunt van die kiel af tot by die bopunt van die vryboorddekbalk aan die kant midskeeps. By skepe met halfronde dolboorde, moet die gevormde diepte gemeet word tot by die punt waar die spantelyne van die dek en die syhuidbeplating mekaar kruis en moet die lyne deurgetrek word asof die dolboord 'n hoekige ontwerp het,

J = 0.45 vir olietenskepe met 'n ladingsgewig van 20 000 ton,
0.30 vir olietenskepe met 'n ladingsgewig van 200 000 ton en meer, onderworpe aan die bepalings van paragraaf (3) van hierdie Regulasie. Vir ladingsgewigstussenwaardes word die waarde van " J " deur middel van liniêre interpolasie bepaal.

Waar simbole wat in hierdie paragraaf aangegee word, ook al in hierdie Regulasie voorkom, het dit die betekenis soos in hierdie paragraaf omskrywe.

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- (ii) the voyage is entirely within other limits designated by the Organization.
- (2) The provisions of paragraph (1) of this Regulation shall only apply when the ports or terminals where cargo is loaded on such voyages are provided with reception facilities adequate for the reception and treatment of all the ballast and tank-washing water from oil tankers using them and all the following conditions are complied with:
- subject to the exceptions provided for in Regulation 11 of this Annex, all ballast water, including clean ballast water, and tank washing residues are retained on board and transferred to the reception facilities and the entry in the appropriate Sections of the Supplement to the Oil Record Book referred to in paragraph (3) of this Regulation is endorsed by the competent Port State authority;
 - agreement has been reached between the Administration and the Governments of the Port States referred to in sub-paragraph (1) (a) or (b) of this Regulation concerning the use of an existing oil tanker for a specific trade;
 - the adequacy of the reception facilities in accordance with the relevant provisions of this Annex at the ports or terminals referred to above, for the purpose of this Regulation, is approved by the Government of the States Parties to the present Protocol within which such ports or terminals are situated; and
 - the International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is solely engaged in such specific trade.
- (3) Every oil tanker engaged in a specific trade shall be provided with a Supplement to the Oil Record Book referred to in Regulation 20 of this Annex as set out in Supplement 3 to Appendix III of this Annex. The Supplement shall be permanently attached to the Oil Record Book.

Regulation 13D*Existing Oil Tankers Having Special Ballast Arrangements*

- (1) Where an existing oil tanker is so constructed or operates in such a manner that it complies at all time with the draught and trim requirements set out in Regulation 13 (2) of this Annex without recourse to the use of ballast water, it shall be deemed to comply with the segregated ballast tank requirements referred to in Regulation 13 (7) of this Annex, provided that all of the following conditions are complied with:
- operational procedures and ballast arrangements are approved by the Administration;
 - agreement is reached between the Administration and the Governments of the Port States Parties to the present Protocol concerned when the draught and trim requirements are achieved through an operational procedure; and
 - the International Oil Pollution Prevention Certificate is endorsed to the effect that the oil tanker is operating with special ballast arrangements.
- (2) In no case shall ballast water be carried in oil tanks except on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship. Such additional ballast water shall be processed and discharged in compliance with Regulation 9 of this Annex and in accordance with the requirements of Regulation 15 of this Annex, and an entry shall be made in the Oil Record Book referred to in Regulation 20 of this Annex.
- (3) An Administration which has endorsed a Certificate in accordance with sub-paragraph (1) (c) of this Regulation shall communicate to the Organization the particulars thereof for circulation to the Parties to the present Protocol.

Regulation 13E*Protective Location of Segregated Ballast Spaces*

- (1) In every new crude oil tanker of 20 000 tons deadweight and above and every new product carrier of 30 000 tons deadweight and above, the segregated ballast tanks required to provide the capacity to comply with the requirements of Regulation 13 of this Annex which are located within the cargo tank length, shall be arranged in accordance with the requirements of paragraphs (2), (3) and (4) of this Regulation to provide a measure of protection against oil outflow in the event of grounding or collision.
- (2) Segregated ballast tanks and spaces other than oil tanks within the cargo tank length (L_t) shall be so arranged as to comply with the following requirements:

$$\Sigma PA_s + \Sigma PA_b \geq J [L_t (B + 2D)]$$

where: PA_s = the side shell area in square metres for each segregated ballast tank or space other than an oil tank based on projected moulded dimensions,

PA_b = the bottom shell area in square metres for each such tank or space based on projected moulded dimensions,

L_t = length in metres between the forward and after extremities of the cargo tanks,

B = maximum breadth of the ship in metres as defined in Regulation 1 (21) of this Annex,

D = moulded depth in metres measured vertically from the top of the keel to the top of the freeboard deck beam at side amidships. In ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design,

J = 0.45 for oil tankers of 20 000 tons deadweight.

0.30 for oil tankers of 200 000 tons deadweight and above, subject to the provisions of paragraph (3) of this Regulation. For intermediate values of deadweight the value of "J" shall be determined by linear interpolation.

Whenever symbols given in this paragraph appear in this Regulation, they have the meaning as defined in this paragraph.

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- (3) Vir tenkskepe met 'n ladingsgewig van 200 000 ton en meer kan die waarde van "J" as volg verminder word:

$$J \text{ verminder} = \left[J - \left(a - \frac{o_c + o_s}{40_A} \right) \right] \text{ of } 0.2 \text{ watter ook al die grootste is}$$

- waar: a = 0.25 vir olietenkskepe met 'n ladingsgewig van 200 000 ton
 a = 0.40 vir olietenkskepe met 'n ladingsgewig van 300 000 ton
 a = 0.50 vir olietenkskepe met 'n ladingsgewig van 420 000 ton en meer,

Vir ladingsgewig tussenwaardes word die waarde van "a" deur middel van liniêre interpolasie bepaal.

o_c = soos omskryf in Regulasie 23 (1) (a) van hierdie Aanhangsel,

o_s = soos omskryf in Regulasie 23 (1) (b) van hierdie Aanhangsel,

O_A = die toelaatbare olie-uitvloei soos vereis by Regulasie 24 (2) van hierdie Aanhangsel.

- (4) By die bepaling van " PA_c " en " PA_s " vir geskeide-ballasten en ander ruimtes as olietenks, is die volgende van toepassing:

- (a) die minimum wydte van elke sytenk of ruimte wat die volle diepte langs die skip se kant af strek of van die dek af tot by die bopunt van die dubbele boom moet nie minder as 2 meter wees nie. Die wydte moet binneboords van die skip se kant af reghoekig op die hartlyn gemeet word. Waar die wydte kleiner is, moet die sytenk of ruimte nie in berekening gebring word wanner die beskermende gebied " PA_c " bereken word nie; en
- (b) die minimum vertikale diepte van elke dubbelboomtenk of ruimte moet B/15 of 2 meter wees, watter ook al die minste is. Waar die diepte kleiner is, moet die sytenk of ruimte nie in berekening gebring word wanneer die beskermende gebied " PA_s " bereken word nie.

Die minimum wydte en diepte van sytenks en dubbelboomtenks moet weg van die kimg gebied gemeet word en, in die geval van minimum wydte, weg van enige halfronddolboordegebied."

Regulasie 14 — Geen verandering nie

Regulasie 15

Skrap in die bestaande teks van hierdie Regulasie verwysing na "(1973)" met betrekking tot die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling.

Regulasies 16 en 17 — Geen verandering nie

Regulasie 18

Pomp-, Pyp- en Uitleaatinrigtings van Olietenkskepe

Paragrafe (1) tot (4) — Geen verandering nie.

Die volgende paragrawe word by die bestaande teks gevoeg:

- "(5) Elke nuwe olietenkskip ten opsigte waarvan daar vereis word dat dit van geskeide ballas-tenks voorsien moet wees, of met 'n ru-oliewasstelsel toegerus moet wees, moet aan die volgende vereistes voldoen:

- (a) dit moet toegerus wees met oliepype wat so ontwerp en geïnstalleer is dat so min olie moontlik in die leidings agterbly; en
- (b) middele moet voorsien word om alle vragpompe en alle olieleidings te dreineer by voltooiing van vraguitlating, waar nodig deur dit aan 'n strooptoestel te koppel. Die leidings- en pompdreineersels moet sowel op land as in 'n vragtenk of 'n sloptenk uitgelaat kan word. Vir uitlating op land moet 'n spesiale leiding met 'n klein diameter vir dié doel voorsien word en buiteboords van die skip se spruitstukke gekoppel word.
- (6) Elke bestaande ru-olie-vragskip ten opsigte waarvan daar vereis word dat dit geskeide ballas-tenks moet hê, of met 'n ru-oliewasstelsel toegerus moet wees, of gebruik moet word met bestemde skoonballasten, moet aan die bepalinge van paragraaf 5 (b) van hierdie Regulasie voldoen."

Regulasie 19 — Geen verandering nie

Regulasie 20

Skrap in die bestaande teks van hierdie Regulasie verwysing na "(1973)" met betrekking tot die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling.

Regulasies 21 tot 25 — Geen verandering nie

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- (3) For tankers of 200 000 tons deadweight and above the value of "J" may be reduced as follows:

$$J \text{ reduced} = \left[J - \frac{a - o_c + o_s}{40A} \right] \text{ or } 0.2 \text{ whichever is greater}$$

where: $a = 0.25$ for oil tankers of 200 000 tons deadweight
 $a = 0.40$ for oil tankers of 300 000 tons deadweight
 $a = 0.50$ for oil tankers of 420 000 tons deadweight and above,

For intermediate values of deadweight the value of "a" shall be determined by linear interpolation.

$o_c =$ as defined in Regulation 23 (1) (a) of this Annex,

$o_s =$ as defined in Regulation 23 (1) (b) of this Annex,

$O_A =$ the allowable oil outflow as required by Regulation 24 (2) of this Annex.

- (4) In the determination of "PA_c" and "PA_s" for segregated ballast tanks and spaces other than oil tanks the following shall apply:

- (a) the minimum width of each wing tank or space either of which extends for the full depth of the ship's side or from the deck to the top of the double bottom shall be not less than 2 metres. The width shall be measured inboard from the ship's side at right angles to the centre line. Where a lesser width is provided the wing tank or space shall not be taken into account when calculating the protecting area "PA_c"; and
- (b) the minimum vertical depth of each double bottom tank or space shall be B/15 or 2 metres, whichever is the lesser. Where a lesser depth is provided the bottom tank or space shall not be taken into account when calculating the protecting area "PA_s".

The minimum width and depth of wing tanks and double bottom tanks shall be measured clear of the bilge area and, in the case of minimum width, shall be measured clear of any rounded gunwale area."

Regulation 14 — No change**Regulation 15**

In the existing text of this Regulation, delete reference to "(1973)" in relation to the International Oil Pollution Prevention Certificate.

Regulations 16 and 17 — No change**Regulation 18***Pumping, Piping and Discharge Arrangements of Oil Tankers***Paragraphs (1) to (4) — No change**

The following paragraphs are added to the existing text:

- "(5) Every new oil tanker required to be provided with segregated ballast tanks, or fitted with a crude oil washing system shall comply with the following requirements:

- (a) it shall be equipped with oil piping so designed and installed such that oil retention in the lines is minimized; and
- (b) 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 drainings 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 for that purpose and connected outboard of the ship's manifold valves.

- (6) Every existing crude oil carrier required to be provided with segregated ballast tanks, or fitted with a crude oil washing system or operated with dedicated clean ballast tanks, shall comply with the provision or paragraph (5) (b) of this Regulation."

Regulation 19 — No change**Regulation 20**

In the existing text of this Regulation, delete reference to "(1973)" in relation to the International Oil Pollution Prevention Certificate.

Regulations 21 to 25 — No change

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Byvoegsel I — LYS VAN OLIES

Geen verandering nie

Byvoegsel II — VORM VAN SERTIFIKAAT

Die bestaande vorm van die Sertifikaat word deur die volgende vorm vervang:

INTERNASIONALE SERTIFIKAAT VIR DIE VOORKOMING VAN OLIEBESOEDELING

Uitgereik ingevolge die bepalings van die Protokol van 1978 met betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, op gesag van die Regering van

(volle naam van die land)

deur.....
 (volle naam van die bevoegde persoon of organisasie wat gemagtig is ingevolge die bepalings van die Protokol van 1978 met betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973)

Naam van skip	Onderskeidingsnommer of -letters	Hawe waar geregistreer	Bruto tonnemaat

Tipe skip:

- Ru-olie-tenkskip*
- Produkteskip*
- Ru-olie/produkteskip*

Ander skip as 'n olietenskip met vragtenks wat val onder Regulasie 2 (2)* van Aanhangel I van die Protokol*

Ander skip as enige van bogenoemde*

Datum van kontrak vir bou of vir 'n groot ombouing

Datum waarop kiel gelê is of waarop die skip in 'n dergelike stadium van konstruksie was of waarop daar met groot ombouing begin is

Datum van lewering of voltooiing van 'n groot ombouing

DEEL A. ALLE SKEPE

Die skip is toegerus met:

vir skepe met 'n bruto tonnemaat van 400 ton en meer:

- (a) uitrusting vir die afskeiding van olierige water* (wat in staat is om uitvloeisel te produseer met 'n olie-inhoud van hoogstens 100 dele per miljoen)
- (b) 'n oliefiltreerstelsel* (wat in staat is om uitvloeisel te produseer met 'n olie-inhoud van hoogstens 100 dele per miljoen)

vir skepe met 'n bruto tonnemaat van 10 000 ton en meer:

- (c) 'n olie-uitlaatmoniteer-en-beheerstelsel* (bykomend by (a) en (b) hierbo) of
- (d) uitrusting vir die afskeiding van olierige water en 'n oliefiltreerstelsel* (wat in staat is om uitvloeisel te produseer met 'n olie-inhoud van hoogstens 15 dele per miljoen) in plaas van (a) of (b) hierbo.

Besonderhede van vereistes waarvan vrystelling verleen word kragtens Regulasie 2 (2) en 2 (4) (a) van Aanhangel I van die Protokol:

Opmerkings:

* Skrap waar gepas.

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Appendix I — LIST OF OILS

No change

Appendix II — FORM OF CERTIFICATE

The existing form of Certificate is replaced by the following form:

INTERNATIONAL OIL POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, under the Authority of the Government of

.....
(full designation of the country)

by
(full designation of the competent person or organization authorized under the provisions of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973)

Name of Ship	Distinctive Number or Letters	Port of Registry	Gross Tonnage

Type of ship:

- Crude oil tanker*
- Product carrier*
- Crude oil/product carrier*

Ship other than an oil tanker with cargo tanks coming under Regulation 2 (2)* of Annex I of the Protocol*

Ship other than any of the above*

Date of building or major conversion contract

Date on which keel was laid or ship was at a similar stage of construction or on which major conversion was commenced

Date of delivery or completion of major conversion

PART A. ALL SHIPS

The ship is equipped with:

for ships of 400 tons gross tonnage and above:

- (a) oily-water separating equipment* (capable of producing effluent with an oil content not exceeding 100 parts per million)
- (b) an oil filtering system* (capable of producing effluent with an oil content not exceeding 100 parts per million)

for ships of 10 000 tons gross tonnage and above:

- (c) an oil discharge monitoring and control system* (additional to (a) or (b) above) or
- (d) oily-water separating equipment and an oil filtering system* (capable of producing effluent with an oil content not exceeding 15 parts per million) in lieu of (a) or (b) above.

Particulars of requirements from which exemption is granted under Regulation 2 (2) and 2 (4) (a) of Annex I of the Protocol:

.....
.....

Remarks:

*. Delete as appropriate.

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VAN BESOEDELING DEUR SKEPE, 1986*Endossement vir bestaande skepe**

Hierby word gesertifiseer dat hierdie skip nou sodanig toegerus is dat dit voldoen aan die vereistes van die Protokol van 1978 met betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos rakende bestaande skepe.†

Geteken
(Handtekening van behoorlik gemagtigde
beampte)

Plek

Datum
(Seël of stempel van die Owerheid, waar ge-
pas).

* Hierdie inskrywing hoef nie weergegee te word op 'n ander Sertifikaat as die eerste Sertifikaat wat aan 'n skip uitgereik word nie.

† Die tydperk na die inwerkingtreding van die Protokol waarbinne uitrusting vir die afskeiding van olierige water, olie-uitlaatbeheerstelsels, oliefilterstelsels en/of sloptenkinrigtings voorsien moet word, word in Regulasies 13A (3), 15 (1) en 16 (4) van Aanhangsel I van die Protokol uiteengesit.

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*Endorsement for existing ships**

This is to certify that this ship has now been so equipped as to comply with the requirements of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, as relating to existing ships.†

Signed
(Signature of duly authorized official)

Place

Date
(Seal or stamp of the Authority, as appropriate).

* This entry need not be reproduced on a Certificate other than the first Certificate issued to any ship.

† The period after the entry into force of the Protocol within which oily-water separating equipment, oil discharge control systems, oil filtering systems and/or slop tank arrangements must be provided is set out in Regulations 13A (3), 15 (1) and 16 (4) of Annex I of the Protocol.

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DEEL B. OLIETENKSKEPE*

Draevermoë van Skip (m ³)	Ladingsgewig van Skip (metrieke ton)	Lengte van Skip (m)

Hierby word gesertifiseer dat hierdie skip ooreenkomstig die volgende gebou en toegerus is en moet funksioneer:

- (1) Hierdie skip—
 - (a) moet gebou wees ooreenkomstig en voldoen aan†
 - (b) hoef nie gebou te wees nie ooreenkomstig†
 - (c) hoef nie gebou te wees nie ooreenkomstig, maar voldoen aan† die vereistes van Regulasie 24 van Aanhangel I by die Protokol.
- (2) Hierdie skip—
 - (a) moet gebou wees ooreenkomstig en voldoen aan†
 - (b) hoef nie gebou te wees nie ooreenkomstig† die vereistes van Regulasie 13E van Aanhangel I van die Protokol.
- (3) Hierdie skip—
 - (a) moet toegerus wees met geskeide ballas-tenks ooreenkomstig, en voldoen aan†
 - (b) hoef nie toegerus te wees nie met geskeide ballas-tenks ooreenkomstig†
 - (c) hoef nie toegerus te wees nie met geskeide ballas-tenks ooreenkomstig, maar voldoen aan†
 - (d) is ooreenkomstig Regulasie 13C of 13D van Aanhangel I by die Protokol, en soos in Deel C van hierdie Sertifikaat gespesifiseer, vrygestel van† die vereistes van Regulasie 13 van Aanhangel I by die Protokol.
 - (e) is, in plaas daarvan dat dit van geskeide ballas-tenks voorsien is, toegerus met 'n vragtenkskoonmaakstelsel waarby van ru-oliewassing gebruik gemaak word ooreenkomstig die bepalings van Regulasie 13B van Aanhangel I by die Protokol†
 - (f) is, in plaas daarvan dat dit òf voorsien is van geskeide ballas-tenks òf toegerus is met 'n vragtenkskoonmaakstelsel waarby van ru-oliewassing gebruik gemaak word, voorsien van bestemde skoonballastens ooreenkomstig die bepalings van Regulasie 13A van Aanhangel I by die Protokol†
- (4) Hierdie skip—
 - (a) moet toegerus wees met 'n vragtenkskoonmaakstelsel waarby van ru-oliewassing gebruik gemaak word ooreenkomstig, en voldoen aan*
 - (b) hoef nie toegerus te wees nie met 'n vragtenkskoonmaakstelsel waarby van ru-oliewassing gebruik gemaak word ooreenkomstig* die vereistes van Regulasie 13 (6) van Aanhangel I by die Protokol.

Geskeide-ballastens†

Die geskeide-ballastens is as volg versprei:

Tenk	Volume (m ³)	Tenk	Volume (m ³)

* Hierdie Deel moet voltooi word ten opsigte van olietenkskepe, met inbegrip van kombinasievragkepe, en dié inskrywings wat van toepassing is, moet voltooi word ten opsigte van skepe, uitgesonderd olietenkskepe, wat gebou is en gebruik word vir die vervoer van olie in groot maat met 'n totale kapasiteit van 200 kubieke meter of meer.

† Skrap waar gepas.

† Skrap wat nie van toepassing is nie.

* Skrap indien nie van toepassing nie.

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PART B. OIL TANKERS*

Carrying Capacity of Ship (m ³)	Deadweight of Ship (metric tons)	Length of Ship (m)

It is certified that this ship is constructed and equipped, and must operate, in accordance with the following:

- (1) This ship is:
- (a) required to be constructed according to and complies with†
 - (b) not required to be constructed according to†
 - (c) not required to be constructed to, but complies with†
the requirements of Regulation 24 of Annex I of the Protocol.
- (2) This ship is:
- (a) required to be constructed according to and complies with†
 - (b) not required to be constructed according to†
the requirements of Regulation 13E of Annex I of the Protocol.
- (3) This ship is:
- (a) required to be provided with segregated ballast tanks according to, and complies with†
 - (b) not required to be provided with segregated ballast tanks according to†
 - (c) not required to be provided with segregated ballast tanks according to, but complies with†
 - (d) in accordance with Regulation 13C or 13D of Annex I of the Protocol, and as specified in Part C
of this Certificate, exempted from†
the requirements of Regulation 13 of Annex I of the Protocol
 - (e) fitted with a cargo tank cleaning system using crude oil washing in accordance with the provisions
of Regulation 13B of Annex I of the Protocol, in lieu of being provided with segregated ballast
tanks†
 - (f) provided with dedicated clean ballast tanks in accordance with the provisions of Regulation 13A
of Annex I of the Protocol, in lieu of being either provided with segregated ballast tanks or fitted
with a cargo tank cleaning system using crude oil washing†
- (4) This ship is:
- (a) required to be fitted with a cargo tank cleaning system using crude oil washing according to, and
complies with*
 - (b) not required to be fitted with a cargo tank cleaning system using crude oil washing according to*
the requirements of Regulation 13 (6) of Annex I of the Protocol.

Segregated ballast tanks†

The segregated ballast tanks are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)

* This part should be completed for oil tankers including combination carriers, and those entries which are applicable should be completed for ships other than oil tankers which are constructed and utilized to carry oil in bulk of an aggregate capacity of 200 cubic metres or above.

† Delete as appropriate.

* Delete if not applicable.

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Dedicated Clean Ballast Tanks†

This ship is operating with dedicated clean ballast tanks until in
(Date)
accordance with the requirements of Regulation 13A of Annex I of the Protocol.

The dedicated clean ballast tanks are designated as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)

Manual*

This is to certify that this ship has been supplied with:

- (a) a valid Dedicated Clean Ballast Tank Operation Manual in accordance with Regulation 13A of Annex I of the Protocol†
- (b) a valid Operations and Equipment Manual for Crude Oil Washing in accordance with Regulation 13B of Annex I of the Protocol†

Identification of the valid Manual

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority as appropriate)

Identification of the valid Manual

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority as appropriate)

* Delete as appropriate.

† Delete if not applicable.

PART C. EXEMPTIONS*

This is to certify that this ship is:

- (a) solely engaged in trade between in accordance with Regulation 13C of Annex I of the Protocol[†]; or
and
(b) operating with special ballast arrangements in accordance with Regulation 13D of Annex I of the Protocol[†]

and is therefore exempted from the requirements of Regulation 13 of Annex I of the Protocol.

Signed
(Signature of duly authorized official)

Place

Date

(Seal or stamp of the Authority as appropriate)

This is to Certify:

That the ship has been surveyed in accordance with Regulation 4 of Annex I of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, concerning the prevention of pollution by oil; and

† Delete as appropriate.

* Delete if not applicable.

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dat die opname toon dat die bou, uitrusting, stelsels, toebehore, inrigting en materiaal van die skip en die toestand daarvan in alle opsigte bevredigend is en dat die skip voldoen aan die toepaslike vereistes van Aanhangel I by daardie Protokol.

Hierdie sertifikaat bly van krag tot onderworpe aan

tussenopname(s) met tussenposes van

Uitgereik te
(plek van uitreiking van Sertifikaat)

19..

(Handtekening van behoorlik gemagtigde beampte)

(Seël of stempel van die Owerheid, waar gepas)

TUSSENOPNAME

Hierby word gesertifiseer dat daar by 'n tussenopname vereis deur Regulasie 4 (1) (c) van Aanhangel I by die Protokol van 1978 met betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, gevind is dat hierdie skip en sy toestand voldoen aan die relevante bepalinge van daardie Protokol.

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

Volgende tussenopname op

(Seël of stempel van die Owerheid, waar gepas)

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

Volgende tussenopname op

(Seël of stempel van die Owerheid, waar gepas)

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

Volgende tussenopname op

(Seël of stempel van die Owerheid, waar gepas)

Geteken
(Handtekening van behoorlik gemagtigde beampte)

Plek

Datum

Volgende tussenopname op

(Seël of stempel van die Owerheid, waar gepas)

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that the survey shows that the structure, equipment, systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of Annex I of that Protocol.

This Certificate is valid until subject to
intermediate survey(s) at intervals of

Issued at
(Place of issue of Certificate)

..... 19..
(Signature of duly authorized official)

(Seal or stamp of the Authority, as appropriate)

INTERMEDIATE SURVEY

This is to certify that at an intermediate survey required by Regulation 4 (1) (c) of Annex I of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, this ship and the condition thereof were found to comply with the relevant provisions of that Protocol.

Signed
(Signature of duly authorized official)

Place

Date

Next intermediate survey due

(Seal or stamp of the Authority, as appropriate)

Signed
(Signature of duly authorized official)

Place

Date

Next intermediate survey due

(Seal or stamp of the Authority, as appropriate)

Signed
(Signature of duly authorized official)

Place

Date

Next intermediate survey due

(Seal or stamp of the Authority, as appropriate)

Signed
(Signature of duly authorized official)

Place

Date

Next intermediate survey due

(Seal or stamp of the Authority, as appropriate)

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APPENDIX III

FORM OF OIL RECORD BOOK

The following forms of Supplements to the Oil Record Book are added to the existing form:

Supplement 1

FORM OF SUPPLEMENT TO OIL RECORD BOOK FOR OIL TANKERS OPERATED WITH
DEDICATED CLEAN BALLAST TANKS*

Name of ship

Distinctive number or letters

Total cargo carrying capacity cubic metres

Total dedicated clean ballast capacity.....cubic metres

The following tanks are designated as dedicated clean ballast tanks:

Tank	Volume (m ³)	Tank	Volume (m ³)

Note: The periods covered by the Supplement should be consistent with the periods covered by the Oil Record Book.

(A) *Ballasting of dedicated clean ballast tanks*

101.	Identity of tank(s) ballasted			
102.	Date and position of ship when water intended for flushing, or port ballast was taken to dedicated clean ballast tank(s)			
103.	Date and position of ship when pump(s) and lines were flushed to slop tank			
104.	Date and position of ship when additional ballast water was taken to dedicated clean ballast tank(s)			
105.	Date, time and position of ship when (a) valves to slop tank, (b) valves to cargo tanks, (c) other valves affecting the clean ballast system were closed			
106.	Quantity of clean ballast taken on board			

The undersigned certifies that, in addition to the above, all sea valves, cargo tanks and pipeline connections and connections between tanks or inter-tank connections, were secured on the completion of ballasting of dedicated clean ballast tanks.

Date of entry Officer in charge
Master

* This Supplement should be attached to the Oil Record Book for oil tankers operating with dedicated clean ballast tanks in accordance with Regulation 13A of Annex I of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973. Other information as required should be entered in the Oil Record Book.

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WET OP DIE INTERNASIONALE KONVENSIE TER VOORKOMING
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107.	Identiteit van tenk(s)			
108.	Datum en tydstop en posisie van skip toe daar begin is om skoon ballas uit te laat (a) in die see, of (b) in 'n ontvangsfasiliteit			
109.	Datum en tydstop en posisie van skip toe uitlating in die see voltooi is			
110.	Hoeveelheid uitgelaat (a) in die see, of (b) in 'n ontvangsfasiliteit			
111.	Is die ballaswater getoets vir oliebesoedeling voordat dit uitgelaat is?			
112.	Is die water wat uitgelaat is gedurende die uitlating deur middel van 'n olie-inhoudmeter gemoniteer?			
113.	Was daar enige aanduiding dat die ballaswater met olie besoedel was voor of gedurende uitlating?			
114.	Datum en posisie van skip toe pomp en pyplyne uitgespoel is nadat gelaai is			
115.	Datum en tydstop en posisie van skip toe (a) kleppe na sloptenk, (b) kleppe na vragtenks (c) ander kleppe rakende die skoonballasstelsel toegemaak is			
116.	Hoeveelheid besoedelde water wat na sloptenk(s) oorgeplaas is. (Identifiseer sloptenk(s))			

Die ondergetekendes sertifiseer dat, benewens bogenoemde, alle seekleppe, oorboorduitlaatkleppe, vragtenk- en pyplynerbindings en bindings tussen tenks of tussentenkbindings afgesluit is nadat skoon ballas uitgelaat is en dat die pomp(e) en pype wat vir skoonballaswerkzaamhede aangewys is, deeglik skoongemaak is nadat skoon ballas uitgelaat is.

Datum van inskrywing Offisier in bevel
Gesagvoerder

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(B) Discharge of clean ballast

107.	Identity of tank(s)			
108.	Date, time and position of ship at start of discharge of clean ballast (a) to sea, or (b) into reception facility			
109.	Date, time and position of ship upon completion of discharge to sea			
110.	Quantity discharged (a) to sea, or (b) into reception facility			
111.	Was the ballast water checked for oil contamination before discharge?			
112.	Was the discharge monitored during discharge by an oil content meter?			
113.	Was there any indication of oil contamination of the ballast water before or during discharge?			
114.	Date and position of ship when pump and lines were flushed after loading			
115.	Date, time and position of ship when (a) valves to slop tank, (b) valves to cargo tanks, (c) other valves affecting the clean ballast system were closed			
116.	Quantity of polluted water transferred to slop tank(s). (Identify slop tank(s))			

The undersigned certifies that, in addition to the above, all sea valves overboard discharge valves, cargo tank and pipeline connections and connections between tanks or inter-tank connections, were secured on completion of discharge of clean ballast and that the pump(s) and pipes designated for clean ballast operations were properly cleaned upon completion of discharge of clean ballast.

Date of entry Officer in charge
Master

Wet No. 2, 1986

WET OP DIE INTERNASIONALE KONVENSIË TER VOORKOMING
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Aanvulling 2

VORM VAN AANVULLING BY OLIEREKORDBOEK VIR RU-OLIETENKSKEPE WAT GEBRUIK
WORD MET 'N VRAGTENKSKOONMAAKPROSEDURE WAT RU-OLIEWASSING BEHELS*

Naam van skip
 Onderskeidingsnommer of -letters
 Totale vragdravermoë kubieke meter
 Reis vanaf (Hawe(s)) (datum)
 tot (Hawe(s)) (datum)

Opmerkings

Die tydperke wat deur die Aanvulling gedek word, moet ooreenstem met die tydperke wat deur die Olie-rekordboek gedek word.

Die vragtenks wat met ru-olie gewas word, moet dié wees soos bepaal in die Bedryfs-en-uitrustingshandboek vereis deur Regulasie 13B (5) (a) van die Protokol.

'n Aparte kolom moet gebruik word vir elke tenk wat gewas of met water uitgespoel is.

(A) Ru-oliewassing

201.	Datum waarop en hawe waar ru-oliewassing plaasgevind het of posisie van skip indien dit plaasgevind het tussen twee uitlaathawens			
202.	Identiteit van tenk(s) gewas (Kyk Opmerking 1)			
203.	Getal masjiene in gebruik			
204.	Aanvang van waswerk (a) Datum en tyd (b) Vryruimte			
205.	Waspatroon wat gebruik is (Kyk Opmerking 2)			
206.	Waslyndruk			
207.	Voltooiing of staking van waswerk (a) Datum en tyd (b) Vryruimte			
208.	Opmerkings			

Die tenks is gewas ooreenkomstig programme aangegee in die Bedryfs-en-uitrustingshandboek (kyk Opmerking 3), en daar is bevestig dat dit by voltooiing van die waswerk droog was.

Datum van inskrywing Offisier in bevel
 Gesagvoerder

Opmerking 1

Wanneer 'n individuele tenk meer masjiene het as wat gelyktydig gebruik kan word, soos in die Bedryfs-en-uitrustingshandboek beskryf, dan moet die deel wat met ru-olie gewas word, geïdentifiseer word, byvoorbeeld No. 2 middel, voorste deel.

Opmerking 2

Dui ooreenkomstig die Bedryfs-en-uitrustingshandboek aan of eenstap- of meerstapwasmethode gebruik word. Indien meerstapmetode gebruik word, dui die vertikale boog aan wat deur die masjiene gedek word asook die aantal kere wat daardie boog vir daardie bepaalde stap van die program gedek word.

Opmerking 3

Indien die programme aangegee in die Bedryfs-en-uitrustingshandboek nie gevolg word nie, dan moet besonderhede by Opmerkings gegee word.

(B) Die spoel van tenkbodems met water

209.	Datum en posisie van skip toe spoeling plaasgevind het			
210.	Identiteit van tenk(s) en datum			
211.	Volume water gebruik			
212.	Oorgeplaas na: (a) ontvangsfasiliteite (b) sloptenk(s) (identifiseer sloptenk(s))			

Datum van inskrywing Offisier in bevel
 Gesagvoerder

* Hierdie Aanvulling moet aangeheg word aan die Olie-rekordboek vir ru-olietenskepe wat met 'n vragtenkskoonmaakprosedure wat ru-oliewassing behels ooreenkomstig Regulasie 13B van Aanhangsel I van die Protokol van 1978 Met Betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, en is bedoel om Afdeling (e) van die Olie-rekordboek te vervang. Besonderhede in verband met die inneem en uitlaat van ballas en ander inligting wat verlang word, moet in die Olie-rekordboek aangeteken word.

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Supplement 2

FORM OF SUPPLEMENT TO OIL RECORD BOOK FOR CRUDE OIL TANKERS OPERATING
WITH A CARGO TANK CLEANING PROCEDURE USING CRUDE OIL WASHING*

Name of ship
 Distinctive number or letters
 Total cargo carrying capacity cubic metres
 Voyage from (Port(s)) (date) to (Port(s))
 (date)

Notes

The periods covered by the Supplement should be consistent with the periods covered by the Oil Record Book.

The cargo tanks crude oil washed should be those laid down in the Operations and Equipment Manual required by Regulation 13B (5) (a) of the Protocol.

A separate column should be used for each tank washed or water rinsed.

(A) Crude oil washing

201.	Date when and port where crude oil washing was carried out or ship's position if carried out between two discharge ports			
202.	Identity of tank(s) washed (see Note 1)			
203.	Number of machines in use			
204.	Commenced washing (a) date and time (b) ullage			
205.	Washing pattern employed (see Note 2)			
206.	Washing line pressure			
207.	Completed or stopped washing (a) date and time (b) ullage			
208.	Remarks			

The tanks were washed in accordance with programmes given in the Operations and Equipment Manual (see Note 3) and confirmed dry on completion.

Date of entry Officer in charge
 Master

Note 1

When an individual tank has more machines than can be operated simultaneously, as described in the Operations and Equipment Manual, then the section being crude oil washed should be identified, eg, No. 2 centre, forward section.

Note 2

In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the programme.

Note 3

If the programmes given in the Operations and Equipment Manual are not followed, then details must be given under Remarks.

(B) Water rinsing or flushing of tank bottoms

209.	Date and position of ship when rinsing or flushing was carried out			
210.	Identity of tank(s) and date			
211.	Volume of water used			
212.	Transferred to: (a) reception facilities (b) slop tank(s) (identify slop tank(s))			

Date of entry Officer in charge
 Master

* This Supplement should be attached to the Oil Record Book for crude oil tankers operating with a cargo tank cleaning procedure using crude oil washing in accordance with Regulation 13B of Annex I of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, and is intended to replace Section (e) of the Oil Record Book. Details of ballasting and deballasting and other information required should be entered in the Oil Record Book.

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Aanvulling 3

VORM VAN AANVULLING BY OLIEREKORDBOEK VIR OLIENTENKSKEPE WAT OP
SPESIFIEKE ROETES VAAR*

Naam van skip
 Onderskeidingsnommer of -letters
 Totale vragdra vermoë kubieke meters
 Totale ballaswaterkapasiteit vereis om te voldoen aan Regulasie 13 (2) en (3) van Aanhangel I van die Protokol
 kubieke meter
 Reise vanaf tot
 (Hawe(ns)) (Hawe(ns))

Opmerking: Die tydperke wat deur die Aanvulling gedek word, moet ooreenstem met die tydperke wat deur die Olieboek gedek word.

(A) Laai van ballaswater

301.	Identiteit van tenk(s) waarin ballas ingeneem is			
302.	Datum en posisie van skip toe ballas ingeneem is			
303.	Totale hoeveelheid ballaswater ingeneem in kubieke meter			
304.	Metode om hoeveelheid ballas te bereken			
305.	Opmerkings			
306.	Datum en handtekening van offisier in bevel			
307.	Datum en handtekening van Gesagvoerder			

(B) Hertoewysing van ballaswater binne die skip

308.	Rede vir hertoewysing			
309.	Datum en handtekening van offisier in bevel			
310.	Datum en handtekening van Gesagvoerder			

(C) Uitlating van ballaswater in ontvangsfasiliteit

311.	Datum waarop en hawe(ns) waar ballaswater uitgelaat is			
312.	Naam of benoeming van ontvangsfasiliteit			
313.	Totale hoeveelheid ballaswater uitgelaat in kubieke meter			
314.	Metode om hoeveelheid ballas te bereken			
315.	Datum en handtekening van offisier in bevel			
316.	Datum en handtekening van Gesagvoerder			
317.	Datum, handtekening en stempel van hawe-owerheidsbeampte			

* Hierdie Aanvulling moet aangeheg word aan die Olieboek vir olietenskepe wat op spesifieke roetes vaar ooreenkomstig Regulasie 13C van Aanhangel I van die Protokol van 1978 Met Betrekking tot die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, en is bedoel om Afdelings (d), (f), (g) en (i) van die Olieboek te vervang. Ander inligting wat verlang word, moet in die Olieboek aangeteken word.

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Supplement 3

FORM OF SUPPLEMENT TO OIL RECORD BOOK FOR OIL TANKERS ENGAGED IN SPECIFIC
TRADES*

Name of ship

Distinctive number or letters

Total cargo carrying capacity cubic metres

Total ballast water capacity required for compliance with Regulation 13 (2) and (3) of Annex I of the Protocol
..... cubic metresVoyages from to
(Port(s)) (Port(s))*Note:* The periods covered by the Supplement should be consistent with the periods covered by the Oil
Record Book.

(A) Loading of ballast water

301.	Identity of tank(s) ballasted			
302.	Date and position of ship when ballasted			
303.	Total quantity of ballast loaded in cubic metres			
304.	Method of calculating ballast quantity			
305.	Remarks			
306.	Date and signature of officer in charge			
307.	Date and signature of Master			

(B) Re-allocation of ballast water within the ship

308.	Reason for re-allocation			
309.	Date and signature of officer in charge			
310.	Date and signature of Master			

(C) Ballast water discharge to reception facility

311.	Date and port(s) where ballast water was dis- charged			
312.	Name or designation of reception facility			
313.	Total quantity of ballast water discharged in cubic metres			
314.	Method of calculating ballast quantity			
315.	Date and signature of officer in charge			
316.	Date and signature of Master			
317.	Date, signature and stamp of port authority official			

* This Supplement should be attached to the Oil Record Book for oil tankers engaged in specific trades in accordance with Regulation 13C of Annex I of the Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973, and is intended to replace Sections (d), (f), (g) and (i) of the Oil Record Book. Other information required should be entered in the Oil Record Book.

