



ASSEMBLY  
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Agenda item 11

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**RESOLUTION A.897(21)  
adopted on 25 November 1999**

**AMENDMENTS TO THE REVISED SPECIFICATIONS FOR THE  
DESIGN, OPERATION AND CONTROL OF CRUDE OIL  
WASHING SYSTEMS (RESOLUTION A.446 (XI)  
AS AMENDED BY RESOLUTION A.497(XII))**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning prevention and control of marine pollution from ships,

NOTING regulation 13B(2) of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) concerning requirements for crude oil washing, and resolution 15 of the International Conference on Tanker Safety and Pollution Prevention, 1978 (TSPP Conference), which contains the Specifications for the Design, Operation and Control of Crude Oil Washing Systems,

RECALLING ALSO resolution A.446(XI) by which it adopted the revised Specifications which superseded the Specifications contained in resolution 15 of the TSPP Conference and resolution A.497(XII) by which it adopted amendments to the revised Specifications adopted by resolution A.446(XI),

HAVING CONSIDERED the recommendation made by the Marine Environment Protection Committee at its forty-third session,

1. ADOPTS amendments to the revised Specifications for the Design, Operation and Control of Crude Oil Washing Systems (resolution A.446(XI), as amended by resolution A.497(XII)), as set out in the Annex to the present resolution;
2. INVITES Governments to implement the Specifications, as amended.

## ANNEX

**AMENDMENTS TO THE REVISED SPECIFICATIONS FOR THE DESIGN,  
OPERATION AND CONTROL OF CRUDE OIL WASHING SYSTEMS  
(RESOLUTION A.446(XI) AS AMENDED BY RESOLUTION A.497(XII))**

Paragraph 4.2.10 of the Annex to resolution A.446(XI) as amended by resolution A.497(XII) is replaced by the following:

"4.2.10 To confirm the effectiveness of the crude oil washing system and stripping system, the crude oil washing operation should be witnessed to the satisfaction of the Administration.

- (a) For ships that comply with regulation 13F(3), the crude oil washing operations are to be carried out using the approved crude oil washing equipment and as specified in the approved Operations and Equipment Manual. For at least one tank of a group of tanks of similar configuration, the Administration should:
  - (i) Confirm the operation of the stripping system by observing the monitoring devices and monitoring the oil level (by dipping or other means) during bottom washing.
  - (ii) Monitor the proper operation of the washing machines with particular reference to supply pressure, cycle times and machine function.

On completion of washing and final draining, the tanks are to be hand dipped, as close as practical to the forward end, centre and aft end in each tank and a record of these dips should be made in the COW Manual. An Administration may require an internal examination as described in subparagraph (b)(i) of this section, or by an alternative method acceptable to the Administration, if deemed necessary.

- (b) For ships other than those complying with regulation 13F(3), where fitted with cargo tanks intended to be used in certain circumstances as ballast tanks, the following requirements apply in addition to those specified in paragraph (a) of this section:
  - (i) To ensure that the tank is essentially free of clingage and deposits, the Administration may require that the cleanliness of the tank be confirmed by a visual inspection made by entering the tanks after a crude oil washing but prior to any water rinse which may be specified in the Operations and Equipment Manual. If the tanks cannot be gas freed for safe entry of the surveyor, an internal examination should not be conducted and the stripping test specified in paragraph 4.2.10(b)(ii) will be acceptable.

In this case, the bottom of the tank to be inspected may be flushed with water and stripped in order to remove any wedge of liquid crude oil remaining on the tank bottom before gas-freeing for entry. If the flushing procedure is adopted, a similar but unflushed tank must be used for the test specified in (ii) below.

- (ii) To verify the effectiveness of the stripping and drainage arrangements, a measurement should be made of the amount of oil floating on top of the departure ballast. The ratio of the volume of oil on top of the total departure ballast water to the volume of tanks that contain this water should not exceed 0.00085. This test should be carried out after crude oil washing and stripping in a tank similar in all relevant respects to the tank examined in accordance with (b)(i) above, which has not been subjected to a water rinse or to the intervening water flushing permissible in (b)(i) above.
  - (iii) To verify the design, installation and operation of the system, the arrival ballast, after a typical ballast voyage before which the arrival ballast tanks have been crude oil washed and during which the tanks have been water rinsed in accordance with the programme set out in the Operations and Equipment Manual, should be totally discharged to the loading port harbour through an Oil Discharged Monitoring and Control (ODM) system approved by the Administration. The oil content of the effluent in this test should not exceed 15 ppm. Alternatively, the option of taking ballast water samples to be analysed in a shore-based laboratory is also acceptable.
- (c) During all COW system surveys, internal visual inspections of the tanks by inspectors should not be considered a mandatory requirement. When an Administration considers that there is a possible failure of the COW system indicated by other COW survey requirements, the Administration may require an internal examination of the tanks involved. Internal examinations may be completed using alternative methods, e.g., video survey or other new technology, as accepted by the Administration."
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