



SJÖFARTSVERKETS MEDDELANDEN

Serie A

Utkom från trycket den 5 november 1970

Nr 31 1970

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Meddelande om begränsning av tankstorlekarna i stora tankfartyg

IMCO:s sjöfartssäkerhetskommitté har övervägt frågan om begränsning av tankstorlekarna i stora tankfartyg vid sin 22:a session 5-9 oktober 1970.

Kommittén var enig om att faran för allvarlig miljöförstöring på grund av att allt större tankfartyg byggdes och att dessa fartygs enskilda tankar gjordes allt större, nu ökat i sådan grad att åtgärder omedelbart måste vidtagas.

I avbidan på att kommittén utarbetar slutgiltiga regler på området beslöt denna bl. a. att rekommendera medlemsregeringarna att som en interimistisk åtgärd omedelbart utfärda bestämmelser som hindrar byggandet av större tankar än de som nu förekommer. Kommitténs rekommendation i engelsk text är fogad som bilaga till detta meddelande.

Sjöfartsverket har fastställt att nämnda rekommendation omedelbart skall lända till efterrättelse.

Stockholm den 16 oktober 1970.

SJÖFARTSINSPEKTIONEN

TANK SIZE OF LARGE TANKERS

**Decisions of the Maritime Safety Committee of the Inter-Governmental
Maritime Consultative Organization taken on 9 October 1970**

THE MARITIME SAFETY COMMITTEE,

RECOGNIZING that increasing threat of serious environmental pollution due to increasing size of oil tankers and in particular the increase in the size of individual cargo oil tanks has reached such a stage as to warrant urgent action by this Organization,

A g r e e s :

- (a) to recommend that henceforward there should be a limitation on the maximum size of tanks in large oil tankers;
- (b) to instruct the Sub-Committee on Ship Design and Equipment to consider as a matter of priority the proposals which had been made and will be made to IMCO for establishing the maximum size of tanks. The SubCommittee should conduct its examination taking into account the studies which they had initiated including those of tank design and distribution and of cost and other consequences of the limitation of tank size. The Sub-Committee should report to the Maritime Safety Committee before the next session of the latter (15-19 March 1971).

D e c i d e s :

- (a) to be prepared at its next session to draft a Resolution, or amendments to the relevant Convention for submission to the seventh Assembly in October 1971 on the limitation of tank size, and other factors contributing to the size of an oil spill, taking into account the various parameters in which those should be expressed, and giving due consideration to the setting of smaller and more appropriate limits than those set out in the interim guideline mentioned below. To this end the Secretary-General should invite all Member Governments to submit their views so that they may be taken into account by the Maritime Safety Committee;
 - (b) to recommend that as an interim guideline for circulation to governments pending further consideration of the Maritime Safety Committee at its next session, the maximum size of tanks should henceforward at least not be greater than 50,000 m³ for centre tanks and 30,000 m³ for wing tanks for the largest tankers; smaller sizes of tanks are recommended for smaller tankers.
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