(a) Retain on board any oily mixture; or
(b) Transfer an oily mixture to a reception facility.

§ 157.28 Discharges from tank barges exempted from certain design requirements.

The person in charge of a tank barge exempted under §157.08(g) from the requirements in §§157.11, 157.13, 157.15, and 157.23 shall ensure that while the barge is proceeding en route:
(a) Cargo tanks are not ballasted or washed; and
(b) Oil or oily mixtures are not discharged.


§ 157.29 Discharges: Seagoing tank vessels of 150 gross tons or more.

Unless a seagoing tank vessel of 150 gross tons or more discharges an oily mixture in compliance with the requirements in §157.37, §157.39, or §157.43, the vessel must:
(a) Retain the mixture; or
(b) Transfer the mixture to a reception facility.

§ 157.31 Discharges: Chemical additives.

No person may use a chemical additive to circumvent the discharge requirements in §§157.27, 157.29, 157.37, 157.39, and 157.43.

§ 157.33 Water ballast in fuel oil tanks.

A new vessel may not carry ballast water in a fuel oil tank.


§ 157.35 Ballast added to cargo tanks.

The master of a tank vessel with segregated ballast tanks or dedicated clean ballast tanks under §157.09, §157.10, §157.10a(a)(1), §157.10a(b), §157.10a(c), §157.10b(a), §157.10c(b)(1), or §157.10c(c) shall ensure that ballast water is carried in a cargo tank only if—
(a) The vessel encounters abnormally severe weather conditions;
(b) More ballast water than can be carried in segregated ballast tanks or dedicated clean ballast tanks is necessary for the safety of the vessel;
(c) The ballast water is processed and discharged in compliance with §157.37; and
(d) On a new vessel under §157.10 that carries crude oil, the ballast water is only carried in a cargo tank that is crude oil washed in accordance with Subpart D of this part during or after the most recent discharge of crude oil from that tank.


§ 157.37 Discharge of oily mixtures from oil cargoes.

(a) A tank vessel may not discharge an oily mixture into the sea from a cargo tank, slop tank, or cargo pump room bilge unless the vessel:
(1) Is more than 50 nautical miles from the nearest land;
(2) Is proceeding en route;
(3) Is discharging at an instantaneous rate of oil content not exceeding 30 liters per nautical mile;
(4) Is an existing vessel and the total quantity of oil discharged into the sea does not exceed 1/15,000 of the total quantity of the cargo that the discharge formed a part, or is a new vessel and the total quantity of oil discharged into the sea does not exceed 1/30,000 of the total quantity of the cargo that the discharge formed a part;
(5) Discharges:
(i) Through the above waterline discharge point described in §157.11(b)(2);
(ii) In accordance with paragraph 5 of appendix E to this part, if the vessel is an existing vessel with a Part Flow System meeting that appendix; or
(iii) Below the waterline in accordance with paragraph (e) of this section;
(6) Has in operation an oil discharge monitoring and control system required by §157.12 that is designed for use with the oily mixture being discharged, except that the system may be operated manually if:
(i) The automatic system fails during a ballast voyage;
(ii) The failure is recorded in the Oil Record Book;