(a) An amount of ballast from bunker tanks, and the wash water and oil residue from the cleaning of bunker tanks and oil residue (sludge) tanks, equal to 8 percent of the bunker capacity of the largest oceangoing ship serviced;

(b) An amount of solid oil cargo residues from cargo tanks equal to 0.1 percent of the deadweight tonnage of the largest oceangoing tanker serviced;

(c) An amount of ballast water containing oily mixtures and wash water from in-port tank washing equal to—
   (1) 1,500 metric tons (1,650 short tons), or;
   (2) 4⅞% of the deadweight tonnage of the largest oceangoing tanker serviced;

(d) An amount of liquid oil cargo residue based on the following percentages of deadweight tonnage of the largest oceangoing tanker serviced:
   (1) For crude oil oceangoing tankers, 1%.
   (2) For black product oceangoing tankers, 0.5%
   (3) For white product oceangoing tankers, 0.2%

§ 158.250 Standard discharge connection.

Each reception facility that received bilge water containing oily mixtures must have a standard discharge connection that—

(a) Meets §155.430 of this subchapter; and

(b) Attaches to each hose or pipe that removes bilge water containing oily mixtures from oceangoing ships.

§ 158.320 Reception facilities: Capacity, and exceptions.

(a) Except as allowed in paragraph (b) of this section, each day the port or terminal is in operation, the port or terminal must have a reception facility that is capable of receiving—

   (1) 75 cubic meters (19,810 gallons) of NLS residue for each regulated NLS cargo that is a solidifying Category A NLS; or

   (2) 50 cubic meters (13,210 gallons) of NLS residue for each regulated NLS cargo that is not a solidifying Category A.

(b) The port or terminal need only meet §158.330 if it is used by ships that only transfer Category B or C NLS cargoes that are not high viscosity or solidifying Category B or C NLSs.

(c) For each category of NLS cargo carried on a ship, each day a ship repair yard is in operation and being used.