

Petroleum and Petrochemical Bulletin

CARGO RETENTION CLAUSES

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Cargo retention clauses provide a means for interested parties to account for the quantity of cargo remaining in a vessel's tank/s when discharge is concluded. This quantity is reported as ROB¹ [Remaining on Board] on completion of discharge.

Such clauses may require the inspector conducting the ROB inspection to offer, in addition to a record of volume, a description to be applied to the ROB material.

In accordance with internationally accepted petroleum measurement documents produced by API/ISO/EI (previously IP), the only standard terms which TIC Council member companies are prepared to use when describing ROB are "liquid", "non-liquid" or "free water". The use of any other terms for the characterization of ROB material, would be subject to a written definition agreed to in writing prior to the transaction, by all interested parties.

The requirement to operate under closed or restricted conditions is mandatory at most locations and under these conditions it is not possible to carry out direct visual examination of retained volumes in cargo tanks. This impairs the ability of the Inspector to describe the nature of any ROB, as the assessment is limited to small amounts of material which may be retrieved via vapour lock valves. Where a description is made, particularly under these conditions, it may not necessarily be representative of the total volume of ROB.

Irrespective of the operating conditions, when the terms, liquid, non-liquid and free water are used by Inspectors to describe ROB, it should be noted that they apply only:

1. To the material observed by the inspector
2. At the time of measurement
3. To the material at the point of measurement

¹ ROB - Quantity remaining on board

Sum of liquid volume, including free water, and non-liquid volume in cargo tanks just after discharge has been completed, excluding clingage, hydrocarbon vapours and the contents of associated lines and pumps.

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Revisions/Reaffirmations

Rev. 0 December 1998
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