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Petroleum and Petrochemical Committee

Position Paper Cargo Retention Clause

Cargo retention clauses between vessel owners and charterers provide a means for a charterer to address the value of cargo not discharged, which 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 statement of quantity, a description to be applied to the ROB material.

The only standard terms which IFIA member companies are prepared to use when describing ROB are “liquid”, “non-liquid” or “free water”, in accordance with internationally accepted petroleum measurement documents produced by API/ISO/IP. The use of any other terms, in the characterization of ROB material, would be subject to written definition agreed to, in writing, by all interested parties to the transaction.

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 measured 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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