

Subject :

Mandatory instruments adopted at 46th Session of IMO's Marine Environment Protection Committee (MEPC46, April 2001) – Acceleration of phasing out scheme of existing single hull tankers

NKTECHNICAL INFORMATION

No. : 404

Date : 19 June 2001

To: All shipowners, shipmanagement companies and shipbuilders concerned,

At the 46th session of IMO's Marine Environment Protection Committee (MEPC46) held from 23 April to 27 April 2001, amendments were made to the MARPOL convention as one of the countermeasures after the ERIKA accident. Present phasing out scheme of existing single hull tankers is further accelerated as given hereunder.

1 New Phasing out schedule in accordance with new MARPOL Regulation I/13G

Under new scheme given in the table attached, tankers are categorised as follows:

- (a) "Category 1 oil tanker" means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in regulation 1(26) of MARPOL Convention;
- (b) "Category 2 oil tanker" means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which complies with the requirements for new oil tankers as defined in regulation 1(26) of MARPOL Convention;
- (c) "Category 3 oil tanker" means an oil tanker of 5,000 tons deadweight and above but less than that specified in subparagraph (a) or (b) of this paragraph.

The phase out scheme for these tankers is re-developed as shown in the table below. Special attentions are to be made to the following points with regard to category 2 tankers and category 3 tankers:

- (1) They are to be completely phased out in 2015, however, tankers with double bottoms or double side skins which may not comply with MARPOL Reg I/13F are allowed to operate until they reach 25 years of age by discretion of respective flag Administration, subject to the notification to be made to IMO;
- (2) Other Category 2 tankers and Category 3 tankers which complying with Protective Location (PL) arrangements of ballast tanks or complying with Hydro-static Balance Loading (HBL) are allowed to operate until 2017 or until when the ship reaches 25 years, whichever the earlier, depending on the discretion of flag

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Administrations, subject to the notification to be made to IMO.

(3) Notwithstanding the measures given in (1) and (2) above, port States may reject entry of tankers in their jurisdiction to which the these measure are applied to.

In any case, for Category 1 oil tankers operating beyond 2005, and Category 2 oil tankers operating beyond 2010 are required to comply with CAS (Condition Assessment Scheme) given hereunder. However, accepting CAS is up to the discretion of each respective flag Administration. There could be a flag Administration which will not accept CAS for extending operational life. Such Administration are to inform IMO of its decision on this matter.

(Table given in New MARPOL Regulation I/13G)

Oil tankers of each category as given in the left column are required to comply with the requirements of regulation 13F (Double Hull Construction) not later than the anniversary of the date of delivery of the ship in the year specified in the right column of the following table in accordance with the year of delivery. (For example, category 1 tankers of 50,000 dwt delivered in 1978 must comply with the requirements by the anniversary date in 2006, subject to compliance with CAS requirements by the anniversary date in 2005)

Category of oil tanker	Year
Category 1	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005* for ships delivered in 1976 and 1977 2006* for ships delivered in 1978, 1979 and 1980 2007* for ships delivered in 1981 or later
Category 2	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010* for ships delivered in 1984 2011* for ships delivered in 1985 2012* for ships delivered in 1986 2013* for ships delivered in 1987 2014* for ships delivered in 1988 2015* for ships delivered in 1989 or later
Category 3	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010 for ships delivered in 1984 2011 for ships delivered in 1985 2012 for ships delivered in 1986 2013 for ships delivered in 1987 2014 for ships delivered in 1988 2015 for ships delivered in 1989 or later

* Subject to compliance with the provisions of paragraph (7).

(7) The Administration may allow continued operation of a Category 1 oil tanker beyond the anniversary of the date of delivery of the ship in 2005, and of a Category 2 oil tanker beyond the anniversary of the date of delivery of the ship in 2010, subject to compliance with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC ... (46), as may be amended, provided that such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention relating to amendment procedures applicable to an appendix to an Annex.

2 CAS (Condition Assessment Scheme)

As given in the table in MARPOL new regulation 13G, Category 1 oil tankers intended to be operational beyond 2005, and Category 2 oil tankers intended to be operational beyond 2010, until phase out date given in the table above, are required to undergo CAS at their intermediate or renewal survey prior to the dates.

The objectives of CAS is to ensure survey by producing numbers of documents for preparations. The CAS survey itself is, more or less, same as the Enhanced Survey Programme (A.744(18), as amended thereto) (Close up survey and thickness measurements requirements became more stringent though), however, documentation and surveillance of CAS, such as preparatory procedures for CAS surveys, detailed reporting to flag Administrations are regulated to fine details, thus clarifying the role and function of Administrations, Recognised organization (Classification societies), and shipowners (management company).

Under CAS, the final document called "Statement of Compliance" can be issued only by the flag Administration. It is recommended to prepare and to apply for survey well in advance with while there is ample time to spare.

Model Survey Plan will be adopted at the next session of MEPC scheduled in March 2002.

CAS surveys for Category 1 oil tankers are to be carried out at the intermediate or the renewal survey prior to anniversary date in 2005. It is requested to inform the Recognized organization (Classification Society) and the flag Administration 8 months prior to the survey for commencement of subsequent preparatory work.

Department in charge: Survey Department

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Attachment: Revised MARPOL Regulation

ANNEX

AMENDMENTS TO ANNEX I TO MARPOL 73/78

1 *The existing text of regulation 13G is replaced by the following:*

“Regulation 13G

**Prevention of oil pollution in the event of collision or stranding -
Measures for existing tankers**

- (1) This regulation shall:
- (a) apply to oil tankers of 5,000 tons deadweight and above, which are contracted, the keels of which are laid, or which are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (b) not apply to oil tankers complying with regulation 13F of this Annex, which are contracted, the keels of which are laid, or are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (c) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation:
- (a) “Heavy diesel oil” means diesel oil other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organization¹.
 - (b) “Fuel oil” means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organization².
- (3) For the purpose of this regulation, oil tankers are divided into the following categories:
- (a) “Category 1 oil tanker” means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000

¹ Refer to the American Society for Testing and Material’s Standard Test Method (Designation D86).

² Refer to the American Society for Testing and Material’s Specification for Number Four Fuel Oil (Designation D396) or heavier.

tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in regulation 1(26) of this Annex;

- (b) “Category 2 oil tanker” means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which complies with the requirements for new oil tankers as defined in regulation 1(26) of this Annex;
- (c) “Category 3 oil tanker” means an oil tanker of 5,000 tons deadweight and above but less than that specified in subparagraph (a) or (b) of this paragraph.

(4) An oil tanker to which this regulation applies shall comply with the requirements of regulation 13F of this Annex not later than the anniversary of the date of delivery of the ship in the year specified in the following table:

Category of oil tanker	Year
Category 1	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005* for ships delivered in 1976 and 1977 2006* for ships delivered in 1978, 1979 and 1980 2007* for ships delivered in 1981 or later
Category 2	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010* for ships delivered in 1984 2011* for ships delivered in 1985 2012* for ships delivered in 1986 2013* for ships delivered in 1987 2014* for ships delivered in 1988 2015* for ships delivered in 1989 or later
Category 3	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010 for ships delivered in 1984 2011 for ships delivered in 1985 2012 for ships delivered in 1986 2013 for ships delivered in 1987 2014 for ships delivered in 1988 2015 for ships delivered in 1989 or later

* Subject to compliance with the provisions of paragraph (7).

- (5) Notwithstanding the provisions of paragraph (4) of this regulation:
- (a) in the case of a Category 2 or 3 oil tanker fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length or double hull spaces which are not used for the carriage of oil and extend to the entire cargo tank length, but does not fulfil conditions for being exempted from the provisions of paragraph (1)(c) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that:
 - (i) the ship was in service on 1 July 2001;
 - (ii) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
 - (iii) the conditions of the ship specified above remain unchanged; and
 - (iv) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery;
 - (b) in the case of a Category 2 or 3 oil tanker other than that referred to in sub-paragraph (a) of this paragraph which complies with the provisions of paragraph (6)(a) or (b) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that such continued operation shall not go beyond the anniversary of the date of delivery of the ship in 2017 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.
- (6) A Category 1 oil tanker of 25 years and over after the date of its delivery shall comply with either of the following provisions:
- (a) wing tanks or double bottom spaces, not used for the carriage of oil and meeting the width and height requirements of regulation 13E(4), cover at least 30% of L_t , for the full depth of the ship on each side or at least 30% of the projected bottom shell area within the length L_t , where L_t is as defined in regulation 13E(2); or
 - (b) the tanker operates with hydrostatically balanced loading, taking into account the guidelines developed by the Organization³.
- (7) The Administration may allow continued operation of a Category 1 oil tanker beyond the anniversary of the date of delivery of the ship in 2005, and of a Category 2 oil tanker beyond the anniversary of the date of delivery of the ship in 2010, subject to compliance with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC.94(46), as may be amended, provided that such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention relating to amendment procedures applicable to an appendix to an Annex.

³ Refer to the Guidelines for Approval of Alternative Structural or Operational Arrangements adopted by resolution MEPC.64(36).

- (8) (a) The Administration of a State which allows the application of paragraph (5) of this regulation, or allows, suspends, withdraws or declines the application of paragraph (7) of this regulation, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.
- (b) A Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph (5) of this regulation into the ports or offshore terminals under its jurisdiction. In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.”

AMENDMENTS TO APPENDIX II TO ANNEX I TO MARPOL 73/78

Amendments to the Supplement to the IOPP Certificate (Form B)

2 *The existing paragraph 5.8.4 is replaced by the following:*

“5.8.4 The ship is subject to regulation 13G and:

- .1 is required to comply with regulation 13F not later than
- .2 is so arranged that the following tanks or spaces are not used for the carriage of oil
- .3 is provided with the operational manual approved on in accordance with resolution MEPC.64(36)
- .4 is allowed to continue operation in accordance with regulation 13G(5)(a)
- .5 is allowed to continue operation in accordance with regulation 13G(5)(b)
- .6 is allowed to continue operation in accordance with regulation 13G(7)
