



香 港 商 船 資 訊
HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Accelerated Phase-out Scheme for Single Hull Tankers

To : *Shipowners, Ship Managers, Ship Masters and Classification Societies*

Summary

The purpose of this Note is to summarize the revised, accelerated phase-out scheme for single hull tankers under Regulation 13G of Annex I to MARPOL 73/78, along with other measures including an extended application of the Condition Assessment Scheme (CAS) for tankers and a new Regulation 13H banning the carriage of Heavy Grade Oil (HGO) in single hull tankers. These new requirements will come into force internationally on **5 April 2005**.

1. The Marine Environment Protection Committee (MEPC) at its 50th session in December 2003 adopted amendments to Regulation 13G and the new Regulation 13H together with amendments to the Condition Assessment Scheme (CAS) of Annex I to MARPOL 73/78 on the phasing out of single hull tankers, which will come into force internationally on **5 April 2005**. The current Regulation 13G as summarized in HKMSN No. 1057 will remain in force until 4 April 2005.

Amended Regulation 13G

2. Under the amended Regulation 13G, the phase-out dates based on the anniversary of the oil tanker's delivery date, affects the following Categories of oil tankers:

- a. **Category 1** (Pre-MARPOL) single hull oil tankers without protective ballast tanks $\geq 20,000$ dwt carrying crude oil, fuel oil, heavy diesel or lubricating oil as cargo and $\geq 30,000$ dwt carrying other types of oil will have a cut-off date of 2005 (currently 2007).
- b. **Category 2** (MARPOL) single hull tankers complying with the requirements of having protective location for segregated ballast spaces $\geq 20,000$ dwt carrying crude oil, fuel oil, heavy diesel or lubricating oil as cargo and $\geq 30,000$ dwt carrying other types of oil will have a cut-off date of 2010 (currently 2015).
- c. **Category 3** single hull oil tankers $\geq 5,000$ dwt and $< 20,000$ dwt carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo and $< 30,000$ dwt carrying other types of oil will have a cut-off date of 2010 (currently 2015).

3. Annex I attached to this Note provides the specific phase-out dates according to each Category of oil tanker. Two exceptions to the specific phase-out dates as summarized below were adopted which allow Category 2 and 3 oil tankers that have passed the CAS to operate beyond the 2010 cut-off date:

Exception One - a flag State may permit an oil tanker which was in service on 1 July 2001 with the entire cargo tank protected with one of the following arrangements not for the carriage of oil -

- Double bottoms having a height at centerline which does not meet the relevant requirements under the MARPOL Regulation 13E; or
- Wing tanks having a width, which does not meet relevant requirements for Type 2 vessels under the IBC Code.

to operate to 25 years of age.

Exception Two - a flag State may permit oil tankers, that do not have double bottoms nor double sides, to operate to the age of 25 years of age or the anniversary date of the tanker's delivery in 2015, whichever occurs earlier.

4. Although flag States are permitted to grant extension in both of the above cases provided that CAS is satisfactorily completed and IMO has been so informed of the extension, coastal States have the right to deny oil tankers that have been granted such extensions into their ports and offshore terminals.

5. An oil tanker granted life extension under **Exception One** may be denied entry after the anniversary of the date of delivery of the ship in 2015. An oil tanker with neither double bottoms nor double sides, which has been granted an extension under **Exception Two** may be denied entry after 5 April 2005.

New Regulation 13H

6. New Regulation 13H introduces requirements for oil tankers of 600 dwt and above which carry **heavy grade oil** as cargo. Heavy grade oil (HGO) means any of the following:

- crude oils having density higher than 900 kg/m^3 at 15°C ;
- fuel oils having either a density higher than 900 kg/m^3 at 15°C or a kinematic viscosity higher than $180 \text{ mm}^2/\text{s}$ at 50°C ;
- bitumen, tar and their emulsions.

7. Tankers of 600 dwt and above but less than 5,000 dwt -

- must be arranged with both double bottoms having a height of $B/15$ (m) but not less than 760 mm and with wing tanks having a width of $0.4\text{m} + 2.4(\text{dwt}/20,000)$ but not less than 760 mm not later than their anniversary date of delivery in 2008.
- an Administration may extend the 2008 compliance date to 25 years of age, provided the tanker is considered fit for such service and that such an extension is communicated to IMO. However, compliance with CAS is not required.
- coastal States are entitled to deny entry into their ports and terminals or restrict the ship-to-ship transfer of HGO within their jurisdictional waters after the anniversary date of the tanker in 2008, provided such intentions are communicated to IMO.
- carriage of HGO may be permitted for voyages exclusively within an area under the jurisdiction of the flag State, or within an area under the jurisdiction of that State.

8. Tankers of 5,000 dwt and above -

- must, from 5 April 2005, be arranged with a double hull, a mid-deck design or alternative arrangement approved by the Administration in accordance with the provisions of Regulation 13F, except that the wing tank width may be reduced to that required for Type 2 chemical ships under the IBC Code (760mm) and the double bottom heights at centerline must not be less than $B/15$ (m) or 2 m, whichever is less. If such double hull arrangements exist, then the tanker is not subject to the phase-out provisions and can continue to carry HGO as cargo. Otherwise, oil other than HGO can be carried under the requirements of Regulation 13G.
- an Administration may however extend the 5 April 2005 compliance date and allow the tanker to carry HGO cargo until 25 years of age, provided that, not later than 5 December 2003, the tanker was fitted with either double bottoms or wing tanks protecting the entire cargo tank length.
- additionally, any non double-hull tanker may be granted an extension to carry crude oil (with a density not exceeding 945 kg/m^3 at 15°C) as cargo provided CAS is successfully completed by the first intermediate or renewal survey due after 5 April 2005. Such extensions are to be communicated to IMO.
- coastal States are, on/after 5 April 2005, entitled to deny entry into their ports and terminals or restrict the ship-to-ship transfer of HGO within their jurisdictional waters, after communicating such extensions to IMO.
- these tankers must complete a successful CAS by 15 years of age or by the first intermediate or renewal survey due after 5 April 2005, whichever ever occurs later.

Amendments to Condition Assessment Scheme (CAS)

9. Several revisions to the current CAS have been adopted by resolution MEPC.112(50) and will apply to Category 2 and 3 tankers which have reached their 15 years of age on or after 5 April 2005. The frequency of CAS is now reduced from 2 - 3 years to a period not exceeding 5 years and 6 months. Unlike the current CAS requirements, which will become a periodic requirement, must now be aligned with the Enhanced Survey Programme (ESP). The first CAS survey should be undertaken at first special survey or intermediate survey after 5 April 2005 and the validity of the CAS certificate will be 5 years and 6 months from the date of survey completion.

10. The new revision of CAS also allows the Class Society, upon satisfactory completion of the first CAS survey, to issue an interim CAS Statement of Compliance for a period not to exceed 5 months so as to allow time for the class society to compile and prepare the CAS Final Report and for the Administration to review the Report and issue the full term CAS Statement of Compliance.

11. The activities and planning required to be complied with to carry out CAS are summarized in the table at Annex II attached to this Note.

12. Any enquiries on this Merchant Shipping Information Note may be directed to the Chief, Maritime Policy of the Multi-lateral Policy Division, Marine Department at telephone number (852) 2852 4601 or by fax (852) 2542 4841.

Marine Department
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