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28 January 2008

To : All Recognized Organizations.

Dear Sirs,

**Prevention of Oil Pollution from Oil Tankers
Carrying Heavy Grade Oil Cargo**

The policy of this Administration in implementation of the phasing out scheme for single hull oil tankers was promulgated through the Hong Kong Merchant Shipping Information Note No.11/2005 (HKMSIN) on 4 March 2005. Amongst others, the said HKMSIN specifies that Hong Kong registered single hull oil tankers are not permitted to carry heavy grade cargo oil :

- a. from 5 April 2005 for those of 5,000 tons deadweight and above;
and
- b. after the anniversary of the date of delivery of the tanker in the year 2008 for those of 600 tons deadweight and above but less than 5,000 tons deadweight.

For effective implementation of this policy, you are hereby requested to insert the following note on the International Oil Pollution Prevention Certificate for those Hong Kong registered single hull oil tankers for which your organization is acting as the RO:

a) For single hull oil tankers of 5,000 tons deadweight and above:

"This tanker is not permitted to carry heavy grade oil as defined by regulation 21.2 of MARPOL 73/78 Annex I, as amended."

b) For single hull oil tankers of 600 tons deadweight and above but less than 5000 tons deadweight:

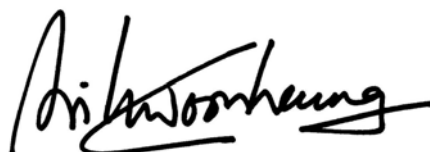
"After (the anniversary of the date of delivery of the ship in the year 2008), this tanker is not permitted to carry heavy grade oil as defined by regulation 21.2 of MARPOL 73/78 Annex I, as amended."*

(* Date to be filled in by the ROs.)

To ensure the policy is being complied with beyond doubt, we would appreciate if the aforementioned insertion on IOPP certificates can be carried out at first opportunity without delay. Alternatively you may consider issuing new certificates marked with the aforementioned note to replace those issued previously. I should be obliged if you would forward a copy of the endorsed/replacement certificates to this Department for record purposes.

Should you have any queries, please feel free to contact the undersigned at telephone number: (852) 2852 4510.

Yours faithfully,



(S.W. Cheung)

Senior Surveyor of Ships/Cargo Ships Safety
for Director of Marine

Encl. : Hong Kong Merchant Shipping Information Note (No. 11/2005)(4 pages only)



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

Implementation of the Phase-out Scheme for Single Hull Tankers

To : *Shipowners, Ship Operators, Ship Masters, Ship Agencies and Classification Societies*

Summary

The purpose of this Note is to inform the industry how the amended Regulation 13G and the new Regulation 13H of Annex I to MARPOL 73/78 will be implemented in Hong Kong when they come into force internationally on 5 April 2005.

1. HKMSIN No. 5/2004 summarized the requirements under the latest amendments to MARPOL Annex I in phasing out single hull tankers and banning the carriage of heavy grade oil (HGO) in those tankers.
2. Under the amended Regulation 13G and new Regulation 13H of MARPOL Annex I, a flag Administration may grant operational life extension to its registered single hull tankers. However, a coastal State is entitled to deny entry of single hull oil tankers granted with operational life extensions into the ports/terminals under its jurisdiction. In both cases, the contracting Government shall communicate the decisions to IMO for circulation to other Parties to the Convention.
3. In view of the above, Marine Department has consulted the industries and formulated the following policies to implement the above-mentioned requirements of MARPOL Annex I in Hong Kong:

(a) Hong Kong registered single hull tankers

In principle, no extension to the operational life under both regulations 13G and 13H will be granted to Hong Kong registered single hull tankers on both international and coastal trades. For relatively new single hull tankers, a more flexible approach may be taken to allow these vessels to extend their service life until 2015 under regulation 13G provided that the tanker is in compliance with the prescribed conditions for extension. The requirements and implementation policy are summarized in the table at Annex 1 attached to this Note.

(b) Hong Kong Port

Similar to the policy as stated in paragraph 3(a), single hull tankers with extension of operational life would NOT be permitted to enter into Hong Kong waters in accordance with the table at Annex 2 attached to this Note.

(c) Local single hull tankers (600 dwt and over but below 5000 dwt)

- (i) The existing local tankers may continue operations for the carriage of HGO within Hong Kong waters until 5 April 2008, provided that they are maintained in a satisfactory condition.
- (ii) Existing tankers older than 25 years on or after 5 April 2008 may continue to operate only if they are NOT for the carriage of HGO. Extension of the life of these tankers for carriage of HGO may be considered on two year basis provided that the tankers are subject to more stringent inspection requirements. These tankers will be required to be dry-docked for annual inspection and subject to measurement of hull plate thickness BEFORE the two year extension of life is granted. (At the moment tankers are subject to thickness measurement every four years).
- (iii) All newly licensed tankers intended for carriage of HGO on or after 5 April 2005 should be constructed in accordance with the relevant requirements of MARPOL Annex I.

(d) Coastal single hull oil tankers trading between Hong Kong and Mainland China

Exemption or extension to the operation life may be granted to this type of tankers. The details will be promulgated when preparation work for the relevant legislation is completed.

4. Shipowners, Ship Operators, Ship Masters, Ship Agencies and Classification Societies are advised to note and observe the above mentioned policies in meeting the requirements of the latest amendments to MARPOL Annex I.

5. Resolution MEPC.111(50), containing the amended Regulation 13G and new Regulation 13H of MARPOL Annex I, can be downloaded from the Marine Department website (<http://www.mardep.gov.hk/en/msnote/msin.html>) under this Note.

6. Any enquiries on this Merchant Shipping Information Note may be directed to the Senior Surveyor/Planning & Training at telephone number (852) 2852 4395, of the Multi-lateral Policy Division, Marine Department or by fax (852) 2542 4841.

Marine Department
Multi-lateral Policy Division

4 March 2005

Policy implementing the Regulations 13G and 13H of MARPOL Annex I for Hong Kong registered single hull tankers

Regulation & application	Extension allowed by MARPOL 73/78	Entitled to deny entry under Reg. 13G(8)(b) & 13H(8)(b)	Extension may be granted by HKMD
13G(5) for 5000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO. (existing partial double hull tankers)	May extend until 25 years after the delivery date.		Until 25 years after the delivery date but NOT beyond the anniversary date in 2015
13G(8)(b)(i)		From anniversary date in 2015	
13G(7) for 5000 dwt and above, single sided and carrying oil cargo except HGO	May extend until 2015 or 25 years after the delivery date, whichever is earlier.		Until anniversary date in 2015 or 20 years after the delivery date, whichever is earlier.
13G(8)(b)(ii)		According to phase-out dates stipulated in reg. 13G(4)	
13H(5) for 5000 dwt and above, fitted with double bottom or double sides only, and carrying HGO as cargo (existing partial double hull tankers)	May extend until 25 years after the delivery date.		No extension
13H(8)(b)		From 5 April 2005	
13H(6)(a) for 5000 dwt and above, single sided, and carrying crude oil higher than 900 kg/m ³ but below 945 kg/m ³	May extend until 25 years after the delivery date.		No extension
13H(8)(b)		From 5 April 2005	
13H(6)(b) for 600 dwt and above but less than 5000 dwt, single sided, and carrying HGO as cargo	May extend until 25 years after the delivery date.		No extension
13H(8)(b)		From anniversary date in 2008	

Policy implementing the regulations 13G and 13H of MARPOL Annex I for single hull tankers to enter into Hong Kong waters

Regulation & application	Extension allowed by MARPOL 73/78	Entitled to deny entry under Reg. 13G(8)(b) & 13H(8)(b)	Deny entry into Hong Kong waters
13G(5) for 5000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO (existing partial double hull tankers)	May extend until 25 years after the delivery date.		
13G(8)(b)(i)		From anniversary date in 2015	From anniversary date in 2015
13G(7) for 5000 dwt and above, single sided and carrying oil cargo except HGO	May extend until 2015 or 25 years after the delivery date, whichever is earlier.		
13G(8)(b)(ii)		According to phase-out dates stipulated in reg. 13G(4).	According to phase-out dates stipulated in reg. 13G(4). For operation beyond 2010, 20 years after delivery or anniversary date in 2015, whichever is earlier.
13H(5) for 5000 dwt and above, fitted with double bottom or double sides only, and carrying HGO as cargo (existing partial double hull tankers)	May extend until 25 years after the delivery date.		
13H(8)(b)		From 5 April 2005	From 5 April 2005
13H(6)(a) for 5000 dwt and above, single sided, and carrying crude oil higher than 900 kg/m ³ but below 945 kg/m ³	May extend until 25 years after the delivery date.		
13H(8)(b)		From 5 April 2005	From 5 April 2005
13H(6)(b) for 600 dwt and above but less than 5000 dwt, single sided, and carrying HGO as cargo	May extend until 25 years after the delivery date.		
13H(8)(b)		From anniversary date in 2008	From anniversary date in 2008