

## ENG CIRCULAR 22

F.No. ENG/OPP-53(9)/87-I

Dated: January 28, 2004

**Sub: Amendment to MARPOL 73/78, Annex I**

Sir,

Please find attached herewith Engine Circular No.22 in connection with amendments to MARPOL 73/78, Annex I, Regulation 13G and introduction of a new Regulation 13H together with amendments to the Condition Assessment System (CAS) adopted by the 50th session of the IMO Marine Environment Protection Committee (MEPC 50) held on 1st to 4th December 2003.

Yours faithfully,

Sd/-

**(D. Mehrotra)**

**Engineer & Ship Surveyor**

### **Engineering Circular No.22**

**For information of all Ship Owners, Operators and Charters of single hull oil tankers**

The 50<sup>th</sup> session of the IMO Marine Environment Protection Committee (MEPC 50) held on December 1 and 4, 2003 has adopted amendments to MARPOL 73/78 Annex 1 Regulation 13G and introduced a new Regulation 13H together with amendments to the Condition Assessment Scheme (CAS). These amendments should be deemed to have been accepted by 04-10-2004 and the **new Regulation will enter into force on 05-04-2005.**

#### **Prevention of Accidental Oil Pollution - Measures for existing Oil Tankers:**

##### **Amendments to MARPOL 73/78, Annex I, Regulation 13G:**

1. Category 1 oil tankers are to be phased-out by 2005
2. Category 2 and 3 oil tankers will be gradually phased-out from 2005 to 2010 as per their delivery date.
3. Category 2 and 3 oil tanker of 15 years and over are to be subjected to the Condition Assessment Scheme (CAS)
4. Category 2 and 3 tankers which are provided with either double bottom or double sides are permitted to trade beyond their phase-out date until 25 years of age, subject to acceptance by the flag administration.
5. The amendments introduce a new CAS regime for Category 2 and 3 tankers of 15 years and older by requiring a CAS survey to be held at the first intermediate or renewal survey after April 5, 2005.

6. Provided that a satisfactory CAS survey is held before the phase-out date, Category 2 and 3 tankers can trade until they reach 25 years of age, or their anniversary date of delivery in 2015, whichever occurs first.

## **MARPOL 73/78 Annex 1**

### **Regulation 13H**

This new Regulation prohibits the carriage, as cargo, of heavy grade oil by Category 2 or 3 tankers of 5000 tonnes deadweight and above after April 5, 2005. All tankers of less than 5000 tonnes deadweight but more than 600 tonnes deadweight are to be provided with double bottoms and double sides by 2008.

The Flag Administration may allow carriage of heavy grade oil as cargo beyond the above dates subject to certain conditions being complied with, for example ships on domestic voyages, floating storage units operating in areas under a flag administration's jurisdiction and certain oil densities being transported by tankers that have been subjected to satisfactory CAS surveys.

### **Right to deny entry**

Both Regulations 13G and 13H contain provisions to permit a Port State to deny entry into their ports and offshore terminals of all Category 2 or 3 tankers trading beyond 2010 and those carrying heavy grade oil as cargo.

### **CAS**

The Condition Assessment Scheme (CAS) was amended by modifying its application to include Category 3 tankers age 15 years and older and tankers carrying heavy grade oil as cargo. Provisions were included in the certification requirements of CAS to cater for the time required by the flag administration to review the final report and issue a Statement of Compliance

**It should be noted that the previous version of Regulation 13G adopted at MEPC 48 in April 2001 will remain in force until April 5, 2005.**

The (attached flow charts 1,2,3,4 & 5) are intended to provide guidance in establishing which Category a tanker falls into, the phase out date, the applicability of restrictions on carrying heavy grade oil in single hulled tankers and the requirements of the Condition Assessment Scheme.

### **Definitions**

**Category 1 :** So-called pre-MARPOL single hull oil tankers, being crude oil tankers of 20000 tons deadweight and above and oil product carriers of 30000 tons deadweight and above

having no segregated ballast tanks in protective locations (SBT / PL). These are the most vulnerable and oldest tankers. Generally constructed before 1982.

**Category 2:** corresponds to MARPOL single hull tankers, being of the same size as category 1, but which are equipped with SBT / PL. Generally constructed between 1982 and 1996.

**Category 3 :** corresponds to single hull oil tankers below the size limits of categories 1 and 2 but above 5000 tons deadweight. These smaller tankers often operate in regional traffic.

**Heavy grade oil means any of the following:**

- (a) crude oils having a density higher than  $900 \text{ kg/m}^3$
- (b) fuel oils having either a density higher than  $900 \text{ kg/m}^3$  at  $150^\circ \text{C}$  or a Kinematic viscosity higher than  $180 \text{ mm}^2/\text{s}$  at  $50 \text{ C}$
- (c) bitumen, tar and their emulsions.