



NO. 200503/IMO

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KOREAN REGISTER OF SHIPPING
**TECHNICAL
INFORMATION**

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Subject : The international situation relating to banning oil carrying and denying entry into the ports of single hulled oil tankers

The revised regulation 13G and new regulation 13H of MARPOL Annex I adopted by resolution MEPC.111(50) entered into force 5 April 2005. Para. (8)(b) of the revised reg. 13G and Para. (8)(b) of the new reg. 13H, on its parts, entitles a Party to deny into its ports or oil carrying of single hulled oil tankers. And this information shall again be communicated to the organization for circulation to Parties. This is to inform you IMO Circulars presently communicated to the organization regarding to the policy of each Party to deny entry into the ports and ban oil carrying of single hulled oil tankers.

1. EU

Regulation (EC) No. 1726/2003 related to denying entry into the ports of single hulled oil tankers entered into force 11 Aug. 2003. The main points are as follows.

- 1) No single hulled oil tanker carrying heavy grades oil shall be allowed to enter or leave ports or offshore terminals or to anchor in areas under the jurisdiction of EU Member States since 11 Aug. 2003.
- 2) Single hulled oil tankers with a deadweight of less than 5,000 ton must comply with the requirements of a double hulled oil tanker no later than the anniversary date of delivery of the ship in the year 2008.
- 3) A single hulled oil tanker above 15 years of age shall not be allowed to enter or leave ports or offshore terminals or anchor in areas under the jurisdiction of EU Member States beyond the anniversary date of delivery of the ship, in 2005 for category 2 and 3 ships, unless it comply with the Condition Assessment Scheme.

Moreover, the related documents can be searched on the following internet site.

[<http://europa.eu.int/eur-lex/en/>]-[legislation MENU]-[Insert Regulation (EC) No. 1726/2003]

2. Australia

MEPC/Circ. 428 in accordance with the provisions of the revised reg. 13G(8)(b) and new reg. 13H(8)(b) was circulated to the Parties for its policy.

- 1) 1 Jan. 2005, when necessary, determination about denying entry into its ports or offshore terminals of single hulled oil tanker which have been permitted on the basis of the para.(5) of reg. 13G., will be made.
- 2) 1 Jan. of the relevant year specified in para.(4) of revised reg. 13G of Annex I, when necessary, determination about denying entry into its ports or offshore terminals of single hulled oil tanker which have been permitted on the basis of the para.(7) of reg. 13G., will be

made.

- 3) 5 April 2005, when necessary, determination about denying entry into its ports or offshore terminals of all single hulled oil tankers carrying heavy grade oil as cargo which have been permitted on the basis of the para.(5) or (6) of new reg. 13H., will be made.

Moreover, the related documents can be searched on the following internet site.

[<http://www.imo.org/home.asp>]-[Marine Environment]-[Reg. 13G, 13H Implementation]

3. United States

Although the U.S. has not adopted the amended reg. 13G and 13H of MARPOL 73/78, Annex I, the U.S. Coast Guard will continue to record MARPOL single hulled phase-out dates on the form B Supplement of IOPP Certificates for all U.S. flagged vessels sailing internationally. Moreover, while no CAS provisions exist in U.S. law, U.S. Coast Guard has established a voluntary program to meet this need and will issue a Statement of Voluntary Compliance to vessels that fully comply with Res. MEPC. 94(46).

4. Hong Kong, China

MEPC/Circ. 431 and 435 in accordance with the provisions of the revised reg. 13G(8)(b) and reg. 13H(8)(b) was circulated to the Parties for its policy.

The following summarized table Annex I and Annex II detailed the policies of Hong Kong, China in the application of reg. 13G and 13H to allow continued operation of singled hulled tankers and in permitting or denying entry of single hulled oil tankers into the Hong Kong waters.

- 1) Policy implementing the reg. 13G and 13H of MARPOL Annex I for Hong Kong registered single hulled oil tankers. [Table Annex I]

Extension allowed by MARPOL 73/78	Extension allowed by Hong Kong, China
Oil tankers in accordance with 13G(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO including existing partial double hulled tankers may extend until 25 years after the delivery date on condition to pass CAS.	Until 25 years after the delivery date but NOT beyond the anniversary date in 2015.
Oil tankers in accordance with 13G(7) for 5,000 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 on condition to pass CAS.	Until anniversary date in 2015 or 20 years after the delivery date, whichever is earlier.
Single hulled oil tankers in accordance with 13H(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying HGO as cargo including existing partial double hulled oil tankers may extend until 25 years after the delivery date on condition to pass CAS.	No extension
Single hulled oil tankers in accordance with 13H(6)(a)	No extension

for 5,000 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 on condition to pass.	
Single hulled oil tankers in accordance with 13H(6)(a) for 600 dwt and above but less than 5,000 dwt, single sided, and carrying HGO as cargo may extend until 25 years after the delivery date.	Until anniversary date in 2008

2) Policy implementing the regulation 13G and 13H of MARPOL Annex I for single hulled oil tankers to enter into Hong Kong Waters [table Annex II]

Extension allowed by MARPOL 73/78	Deny entry into Hong Kong waters
Single hulled oil tankers in accordance with 13G(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO including existing partial double hulled oil tankers may extend until 25 years after the delivery date on condition to pass CAS.	Deny entry into Hong Kong waters from anniversary date in 2015.
Single hulled oil tankers in accordance with 13G(7) for 5,000 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 on condition to pass CAS.	Deny entry into Hong Kong waters from anniversary date in 2015 or 20 years after the delivery date, whichever is earlier.
Single hulled oil tankers in accordance with 13H(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying HGO as cargo including existing partial double hull tankers may extend until 25 years after the delivery date on condition to pass CAS.	Deny entry into Hong Kong Waters
Single hulled oil tankers in accordance with 13H(6)(a) for 5,000 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 on condition to pass CAS.	Deny entry into Hong Kong Waters
Single hulled oil tankers in accordance with 13H(6)(a) for 600 dwt and above but less than 5,000 dwt, single sided, and carrying HGO as cargo may extend until 25 years after the delivery date.	Deny entry into Hong Kong Waters from anniversary date in 2008.

5. Singapore

MEPC/Circ. 433 in accordance with the provisions of the revised reg. 13G(8)(b) and reg. 13H(8)(b) was circulated to the Parties for its policy.

1) The Shipping Circular No. 25 of 2004 indicate that Singapore registered ships will be allowed continued operation as spelt out in regulations 13G(5), 13G(7), 13H(7), 13H(5) and 13H(6) provided that ships meet the conditions for such continued operation mentioned in these

regulations. Foreign ships calling at Singapore will be treated in the same manner.

- 2) Shipping Circular No. 12 of 2005 advises the shipowners to get Form B, Supplement to the IOPP Certificate, replaced with amended Form B.
- 3) Port Marine Circular No. 22 of 2004 describes its requirements for ships operating in Singapore waters in accordance with reg. 13H(7).

6. Republic of Korea

MEPC/Circ. 441 concerning the application of relevant provisions under MARPOL Annex I new regulation 13H(5), (6) and (8) was circulated to the Parties to the Convention.

the following summarized table detailed the policies of R.O.K in the application of regulation 13H to allow continued operation of single hulled oil tankers.

- 1) Policy implementing the regulations 13H of MARPOL Annex I for the R.O.K registered single hulled oil tankers [Annex I]

Extension allowed by MARPOL 73/78	Extension
Single hulled oil tankers in accordance with 13G(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO including existing partial double hulled tankers may extend until 25 years after the delivery date on condition to pass CAS.	Extension until 4 April 2006 or 25 years after the delivery date, whichever is earlier
Single hulled oil tankers in accordance with 13H(6)(a) for 5,000 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 on condition to pass CAS.	Extension until 4 April 2006 or 25 years after the delivery date, whichever is earlier

- 2) Policy implementing the regulations 13H of MARPOL Annex I for single hulled tankers to enter into the R.O.K ports [Annex II]

Extension allowed by MARPOL 73/78	Deny entry into R.O.K ports
Single hulled oil tankers in accordance with 13G(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO including existing partial double hulled tankers may extend until 25 years after the delivery date on condition to pass CAS.	from 5 April 2006 or 25 year after the delivery date, whichever is earlier.
Single hulled oil tankers in accordance with 13H(6)(a) for 5,000 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 on condition to pass CAS.	from 5 April 2006 or 25 year after the delivery date, whichever is earlier.

7. Bahamas

MEPC/Circ. 437 concerning the application of relevant provisions under MARPOL Annex I revised reg. 13G and new reg. 13H was circulated to parties to the Convention. The Bahamas

informed that the provisions of para. (5),(7) of reg. 13G and para. (5),(6),(7) of reg. 13H will be applied to Bahamian ships.

8. China

MEPC/Circ. 440 concerning the application of relevant provisions under MARPOL Annex I revised reg. 13G(5),(7),(8) and new reg. 13H(5),(6),(8) was circulated to parties to the Convention.

the summarized followings are details of the policies for implementing revised reg. 13G and new reg. 13H of Annex I of MARPOL by China.

Reg. No.	Extension allowed by MARPOL 73/78	Implementation policies of China
reg. 13G(5)	Single hulled oil tankers in accordance with 13G(5) for 5,000 dwt and above, fitted with double bottom or double sides only, and carrying oil cargo except HGO including existing partial double hulled tankers may extend until 25 years after the delivery date on condition to pass CAS.	Continued operation of Chinese registered ships is extended until the anniversary of the date of delivery of the ship in 2015 or 25 year after the delivery date, whichever is earlier.
reg. 13G(7)	Catagory 2 or 3 oil tankers in accordance with 13G(7) for 5,000 dwt and above, may extend until 25 years after the delivery date or the date of delivery of the ship in 2015, whichever is earlier on condition to pass CAS.	Chinese registered ships are not allowed to continue operation beyond the date specified in para. (4) of reg. 13G.
reg. 13G(8)(b)	A Party to the present Convention is entitled to deny entry into its waters for single hulled oil tankers operating in accordance with the provisions of para. (5) of 13G beyond the anniversary of the date of delivery of the ship in 2015 or para. (7) of 13G.	Foreign registered oil tankers operating in accordance with the following provisions are denied to enter into the Chinese waters : (i) para. (5) of reg. 13G beyond the anniversary of the date of delivery of the ship in 2015 or (ii) para. (7) of reg. 13G.
reg. 13H(5)	Single hulled oil tankers in accordance with 13H(6)(a) for 5,000 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 on condition to pass CAS.	Chinese registered single hulled oil tankers are allowed to continue operation beyond the date specified in para. (4) of reg. 13H provided that such operation shall not go beyond the 20 years after the date of its delivery.
reg. 13H(6)	Single hulled oil tankers in accordance with 13H(6)(a) for 5,000 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
	A Party to the present Convention is entitled to deny entry into its waters for single hulled	Foreign registered oil tankers operating in accordance with the

	oil tankers operating in accordance with the provisions of para. (5),(6) of 13G	following provisions are denied to enter into the Chinese waters : (i) para. (5) of reg. 13H beyond the date on which the ship reaches 20 years after the date of its delivery. (ii) para. (6) of reg. 13H.
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9. India

MEPC/Circ. 442 concerning the application of relevant provisions under MARPOL Annex I revised reg. 13G(5),(7) and new reg. 13H(5),(6),(7) was circulated to parties to the Convention. Indian Administration has decided to grant permission to Indian single hulled oil tankers under para. (5),(7) of revised reg. 13G and para. (5),(6),(7)(a) of new reg. 13H, as the case may be, based on their required conditons. And, this Administration will allow foreign flag single hulled oil tankers entry into India waters, which have been granted permissions from their respective flags under para. (5),(7) of revised reg.13G and para. (5),(6) of reg. 13H, subject to these vessels complying with other standing requirements of this Administration.

10. Maxico

MEPC/Circ. 443 concerning the application of relevant provisions under MARPOL Annex I revised reg. 13G(5),(7),(8) and new reg. 13H(5),(6),(7),(8) was circulated to parties to the Convention.

Mexico has decided to refrain extension in accordance with reg. 13G(7) and reg.13H(5),(6),(7). In addition, foreign registered oil tankers operating in accordance with revised reg. 13G(5),(7) are denied to enter into Maxico waters under para. (8)(b) of revised reg. 13G. Foreien registered single hulled oil tankers carrying heavy grade oil in accordance with new reg.13H(5),(6) are denied to enter into Maxico waters under para. 8(b) of new reg. 13H. – The End –

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Ship Survey Division

Korean Register of Shipping

Distribution : All surveyors, Shipowners of oil tankers