Single Hull Tanker Phase-Out - Flag/Port State Policy

Flag and port states which are parties to MARPOL 73/78 have sent notification to IMO of how they intend to implement the extended operation and denial of entry provisions under the amended phase out regime (explained in further detail below). Different policies are in operation in different countries or regions. INTERTANKO has prepared a useful document which consolidates the information submitted to IMO by the individual parties. This document, which has kindly been made available to the Club by INTERTANKO, can be downloaded here.

Background

In December 2003 IMO adopted a revised, accelerated phase-out scheme for single hull tankers, along with other measures including an extended application of the Condition Assessment Scheme (CAS) for tankers and a new regulation banning the carriage of Heavy Grades of Oil (HGO) in single-hull tankers. The amendments to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) entered into force on 3 April 2005.

The full timetable for the phasing out of single-hull tankers is as follows:

<table>
<thead>
<tr>
<th>Category of Oil Tanker</th>
<th>Date or Year</th>
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</thead>
<tbody>
<tr>
<td>Category 1</td>
<td>4 April 2005 for ships delivered on 4 April 1962 or earlier</td>
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<tr>
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<td>2005 for ships delivered after 4 April 1982</td>
</tr>
<tr>
<td>Category 2 and Category 3</td>
<td>4 April 2006 for ships delivered on 4 April 1977 or earlier</td>
</tr>
<tr>
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<td>2005 for ships delivered after 4 April 1977 but before 1 January 1978</td>
</tr>
<tr>
<td></td>
<td>2008 for ships delivered in 1982</td>
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<tr>
<td></td>
<td>2009 for ships delivered in 1983</td>
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<tr>
<td></td>
<td>2010 for ships delivered in 1984 or later</td>
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</tbody>
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A summary of the other amendments were given in a Steamship website article of December 2004. Click here to view.

Flag States May Permit Extended Operation

Under the amended regime flag states can permit continued operation of category 2 or 3 tankers beyond 2010 subject to a satisfactory CAS, but the continued operation must not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years of age after the date of its delivery, whichever is earlier.

In the case of certain Category 2 or 3 oil tankers 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, flag states may allow continued operation beyond 2010, provided that the ship was in service on 1 July 2001, the flag state is satisfied by verification of the official records that the ship complied with the conditions specified and that those conditions remain unchanged. Again, such continued operation must not go beyond the date on which the ship reaches 25 years of age after the date of its delivery.

Port States May Deny Entry

Even where single hull tankers which have been allowed to continue operation by their flag state under the exemptions mentioned above the amended regime allows a port state the right to deny entry to such vessels into ports or offshore terminals under its jurisdiction, and to deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction except when this is necessary for the purpose of securing the safety of a ship or saving life at sea.