



REPUBLIC OF MAURITIUS
Ministry of Public Infrastructure, Land Transport and Shipping
4th Floor, New Government Centre
PORT-LOUIS

NOTICE TO MARINERS Ref: 1 INM 2002

Title: PHASING-OUT OF SINGLE HULL OIL TANKERS
Notice to Owners, Operators, Charterers, Agents, CEB, STC and Port Authority

Recalling the intent of the amendments made to regulation 13G of Annex 1 to the **MARPOL** Convention following the Erika accident to accelerate the phasing out of single hull oil tankers of 5000 tons deadweight and above.

Noting that the amendments introduce changes into the structural arrangement and survey of single hull tankers of a certain tonnage as from 1 September 2002.

Considering that oil tankers and product tankers calling at Port Louis are affected by the amendments in force.

Informs that under the revised regulation 13G, single hull tankers shall be fitted with double hull to comply with reg. 13F of **MARPOL** and for the purpose of compliance with the new requirements, single hull tankers are divided into 3 categories.

- (a) **Category 1** - Oil tanker means an oil tanker of 20,000 tons dead weight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in **MARPOL** regulation I-1/26.
- (b) **Category 2** – Oil tanker means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo and of 30,000 tons deadweight and above carrying oil other than the above, which complied with the requirements of new oil tankers as defined in **MARPOL** regulation I- 1/26.
- (c) **Category 3** - Oil tanker means an oil tanker of 5000 tons deadweight and above but less than that specified in subparagraphs (a) or (b) above.

Considering the amendments adopted the phasing out schedule for single hull oil tankers of categories 1,2 and 3. The schedule is at annex.

Drawing attention to the fact that categories 2 and 3 oil tankers are to be completed phased out in 2015.

Also drawing attention to the following:

- (i) Category 1 tankers of 25 years and over shall either be provided with hydrostatically balanced loading or be provided with wing tanks or double bottom spaces not used for the carriage of oil but meeting the width and height requirements of 13G (b).
- (ii) At the discretion of the flag state an oil tanker of category 2 or category 3 with double bottoms or double side skins which do not comply with Reg. 1-135 F of MARPOL may be allowed to operate until they reach 25 years of age.
- (iii) At the discretion of the flag state an oil tanker of category 2 or category 3 with Protective Location arrangements of ballast tanks or complying with hydrostatic Balance loading may be allowed to operate until 2017 or when the ship reaches 25 years, whichever is earlier.
- (iv) At the discretion of the flag state category 1, oil tankers operating beyond 2005 and category 2, oil tankers operating beyond 2010 are requested to comply with a Condition Assessment Scheme (CAS Survey) to extend to operational life of the vessel.

Considering that a CAS Survey shall be carried out with the scheduled intermediate or renewal survey prior to the anniversary of the delivery date of the ship in 2005 or 2010. Certain category 1 oil tankers would have undergone the required CAS survey prior to 1 September 2002 and will have been issued with a Statement of Compliance upon the successful completion of the survey by the Flag Administration.

Urges interested parties to take note of the phasing out schedules and the need for some category 1 and category 2 tankers to have a valid statement of Compliance upon successful completion of the CAS Survey before 2005 and 2010 respectively.

Strongly urges interested parties to note that subject to Port State Control an oil tanker will not be allowed to discharge beyond the anniversary date of delivery of the ship in 2005 for category 1 and in 2010 for category 2 unless vessel complies with the Condition Assessment Scheme.

Further urges interested parties to note that an Administration may exercise the right available under the revised regulation 13 (G) 8 (b) to deny entry of oil tankers of categories 2 and 3 after 2015.

**Director of Shipping
Port Louis
28 October 2003**

ANNEX

An oil tanker to which Regulation 1-13(G) of MARPOL applies shall comply with the requirements of Regulation 1-13 (F) not later than the anniversary of the date of delivery of the ship in the year specified in the table.

Category of oil tanker	Year
Category 1	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005* for ships delivered in 1976 and 1977 2006* for ships delivered in 1978, 1979 and 1980 2007* for ships delivered in 1981 or later
Category 2	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010* for ships delivered in 1984 2011* for ships delivered in 1985 2012* for ships delivered in 1986 2013* for ships delivered in 1987 2014* for ships delivered in 1988 2015* for ships delivered in 1989 or later
Category 3	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 2006 for ships delivered in 1978 and 1979 2007 for ships delivered in 1980 and 1981 2008 for ships delivered in 1982 2009 for ships delivered in 1983 2010 for ships delivered in 1984 2011 for ships delivered in 1985 2012 for ships delivered in 1986 2013 for ships delivered in 1987 2014 for ships delivered in 1988 2015 for ships delivered in 1989 or later

* subject of compliance with the Condition Assessment Scheme adopted by IMO MEPC 94 (46).