

## PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

### **Implementation of the revised Regulation 13G and the new Regulation 13H of Annex I of MARPOL 73/78 on Locally Licensed Tankers carrying Heavy Grade Oil (HGO)**

#### **1 Purpose**

1.1 The purpose of this paper is to seek the Committee's endorsement on a proposal regarding the implementation of revised Regulation 13G and Regulation 13H of MARPOL Annex I on locally licensed tankers carrying HGO.

#### **2 Backgrounds**

2.1 In response to the sinking of the single-hull oil tanker "PRESTIGE" in November 2002, IMO adopted "Resolution MEPC 111(50)" on 4 December 2003 for the following purposes:

- to amend regulation 13G to further accelerate phasing out of single hull tankers above 5,000 tons dwt; and
- to add a new regulation 13H to ban carriage of heavy grade oil (HGO) in single hull tankers of very old age and new requirements for double hull tankers.

The new requirements will come into force internationally on 5 April 2005, which is also applicable to vessels trading locally.

2.2 In February 2004 the industry was informed of this new requirement by issuing a Hong Kong Merchant Shipping Information Note No. 5/2004. The subject HKMSIN is downloadable from the Marine Department website (<http://www.mardep.gov.hk/en/msnote/pdf/msin0405.pdf>).

2.3 To enable Contracting Governments to meet different phasing out timetables as required by MARPOL Annex I, the amendments allow flag Administrations to grant extension/exemption to their single hull tankers for continued operation beyond the cut-off dates under certain stringent conditions.

#### **3 Current Situation of Local Tankers being affected by the MARPOL phasing out timetables**

3.1 Currently there are about 40 locally licensed single hull tankers with carrying capacities of

above 600 tons but below 5,000 tons dwt. These existing tankers are not subject to regulation 13G. However if these tankers are used for the carriage of HGO and reach 25 years old by April 2008 they are subject to Regulation 13H and should be phased out by then.

3.2 According to our records the age of locally licensed tankers, which operate exclusively within Hong Kong waters for the carriage of marine heavy oil (bunker oil) and light diesel oil (gas oil), vary from 1 to 38 years old. A total of 16 of these vessels will be over 25 years in 2008.

#### **4 Recommendation**

4.1 To minimize the impact of implementing the new MARPOL requirements towards existing tanker operators, the following measures are recommended on locally licensed tankers used for the carrying HGO:

- (i) to grant extension of service life to existing single hull tankers operating solely within Hong Kong waters subject to conditions as described below:
  - (a) these tankers may continue operations until 5 April 2008 provided they are maintained in a satisfactory condition;
  - (b) tankers older than 25 years on or after 5 April 2008 may be considered an extension on two year basis provided that the tankers are subject to more stringent inspection requirements. These vessels will be required to be drydocked in each annual inspection and subject to a well documented 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).
- (ii) all tankers licensed on or after **5 April 2005** should be constructed for full compliance with the relevant requirements of regulation 13H of MARPOL Annex I, i.e. double skin construction requirement.

4.2 The tankers operators were consulted of the above and accepted the proposed arrangement.

#### **5 Advice Sought**

5.1 It is considered that the above recommended measures would bring the least impacts to the local tanker industry. Members are requested to endorse the proposal as shown in paragraph 4 above.

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October 2004