

Subject

S.D. Circular No. 8 of 2003 issued by Government of India

ClassNK

Technical Information

No. TEC-0547
Date 4 September 2003

To whom it may concern

Considering the possible environmental hazard from sub-standard oil tankers calling at Indian Ports, the Government has decided to request the elimination of aged tankers and the compliance with Condition Assessment Programme (CAP) rating 2, etc.

1. Crude oil carriers with SBT/PL (*) - below 25 years age.
2. All product tankers with SBT/PL (*) - below 25 years age.
3. All tankers must be classed with major IACS Society, or the Indian Register of Shipping.
4. All tankers above 20 years must have at least CAP 2 rating (for hull, machinery and cargo equipment) from classification society (IACS) or IRS.
5. Tanker charterers and Oil Terminals shall exercise due diligence in ensuring the quality of tankers in-chartered.

The above guidelines for contracts/charters shall come into force from the 1 April 2004.

For the detail and accuracy, attached please find the S. D. Circular No. 8 of 2003 issued by the Government of India on 14 August 2003.

(*) SBT/PL:

Reg. 13 and Reg. 13 E required "New Oil Tanker" defined Reg. 26 Annex 1 MARPOL 73/78

For any questions about the above, please contact:

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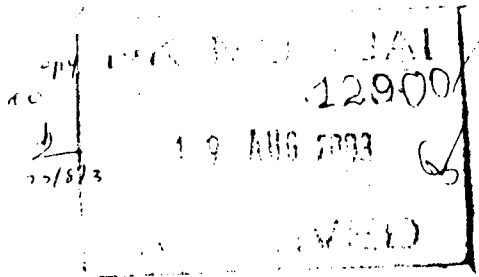
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Attachment: S.D. Circular No. 8 of 2003

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No. SD-13/POL(5)/03.

Date : August 14, 2003

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S.D. Circular No. 8 of 2003

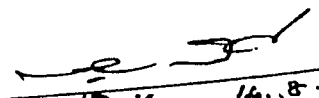
Subject : Guidelines for chartering oil tankers/product tankers

This Directorate has been receiving representations seeking clarifications on the implementation of the guidelines contained in this Directorate, S.D. Circular No. 7 of 2003. After careful examination of these representations, it has been decided to restrict the said circular to crude oil and product tankers on international voyages to and from any Indian port.

Following revised guidelines are hereby prescribed : -

- (i) Crude oil tankers with SBT/PL will be below 25 years age
- (ii) All product tankers with SBT/PL will be below 25 years age
- (iii) All such tankers must be classed either with a full member of the International Association of Classification Society (IACS) or Indian Register of Shipping (IRS).
- (iv) All oil tankers above 20 years must have at least CAP 2 rating (for hull, machinery and cargo equipment) either with a full member of the International Association of Classification Society (IACS) or Indian Register of Shipping (IRS).

- (v) Tanker charterers and Oil Terminals shall exercise due diligence in ensuring the quality of tankers in-chartered.
2. This circular will apply to all such categories of tankers mentioned above and any such tanker not complying with the above would not be permitted to enter Ports or off-shore installations or anchor in areas under the jurisdiction of the Indian Ports.
3. The above guidelines shall come into force with effect from the 1st April, 2004.


(P. Kumaran)
Asstt. Director General of Shipping

To,

1. All Indian Shipping Companies
2. Indian National Shipowners' Association, Mumbai.
3. FOSMA/MASSA, Mumbai.
4. All Charterers/Shippers
5. Indian Oil Corporation, New Delhi.
6. Bharat Petroleum Corporation Ltd., Mumbai.
7. Hindustan Petroleum Corporation Ltd., Mumbai.
8. All Mercantile Marine Departments
9. All Major Port Trusts
10. All Minor Ports
11. All Port Officers
12. All Maritime Boards
13. All Classification Societies

Copy to:-

1. The Secretary to the Government of India, Ministry of Shipping, Transport Bhavan, Parliament Street, New Delhi - 110 001.
2. The Chief Controller of Chartering, Ministry of Shipping, Transport Bhavan, Parliament Street, New Delhi - 110 001.
3. DGS/Chief Surveyor/Nautical Adviser/Deputy Chief Ship Surveyor/DDG (MSL).