

Subject

Introduction of the outcomes of MEPC50

ClassNK

Technical Information

No. TEC-0557

Date 12 December 2003

To whom it may concern

A summary of the decisions taken at the fiftieth session of the Marine Environment Protection Committee (MEPC 50) held from 1 December to 4 December 2003 is given hereunder for your information.

The amendments to MARPOL Annex I concerning further acceleration of the phase-out timetable for single hull tankers and a banning the carriage of heavy grade oil in single hull tankers, and consequential amendments to CAS were adopted at MEPC50. The amendments to these regulations will enter into force on 5 April 2005.

1. Earlier phasing out for single hull tankers (reference is made to the Attachment 1)
The outlines of the amendment to Reg. 13G are as follows;
 - (1) The cut-off dates for tankers on each Category are given below table.
 - (2) However, for Category 2 or 3 tankers,
 - Administration may allow continued operation of tankers fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length until the date on which the ship reaches 25 years after the date of its delivery under specific conditions.
 - Administration may allow continued operation of tankers until 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is earlier, if satisfactory results of CAS.
 - (3) Category 2 or 3 tankers of 15 years and over should comply with the CAS.

Timetable of phasing out

Category of oil tanker	Date or year
Category 1	5 April 2005 for ships delivered on 5 April 1982 or earlier 2005 for ships delivered after 5 April 1982
Category 2 & Category 3	5 April 2005 for ships delivered on 5 April 1977 or earlier 2005 for ships delivered after 5 April 1977 but before 1 January 1978 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 or later

(To be continued)

NOTES:

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2. Heavy grade oil carriage ban for single hull tankers (reference is made to the Attachment 1)
The outlines of the newly established Reg.13H are as follows;
 - (1) For single hull tankers of 5,000 tons deadweight and above, the carriage of heavy grade oil as cargo is to be banned after 5 April 2005 regardless of the date of delivery. However,
 - Administration may allow continued operation of tankers fitted with only double bottoms or double sides not used for the carriage of oil and extending to the entire cargo tank length until the date on which the ship reaches 25 years after the date of its delivery under specific conditions.
 - Administration may allow continued operation of tankers, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, until the date on which the ship reaches 25 years after the date of its delivery, if satisfactory results of the CAS.
 - (2) For single hull tankers of 600 tons deadweight and above but less than 5,000 tons deadweight, the carriage of heavy grade oil as cargo is to be banned after the anniversary date of delivery of the ship in the year 2008 regardless of the date of delivery. However, Administration may allow continued operation of tankers until the date on which the ship reaches 25 years after the date of its delivery.
 - (3) Exemptions for oil tankers engaged in domestic voyage
Oil tankers of 600 tons deadweight and above exclusively engaged in domestic voyage carrying heavy grade oil as cargo may be exempted by the Administration from the regulation 13H.
 - (4) The definition of “Heavy Grade Oil”
“Heavy grade oil” means that;
 - crude oils having a density at 15°C higher than 900 kg/m³;
 - fuel oils having either a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s;
 - bitumen, tar and their emulsions.
3. CAS Amendments (reference is made to the Attachment 2)
The outlines of the CAS amendments related to Regulation 13G and 13H are as follows;
 - (1) The CAS survey should be aligned to the Enhanced Programme of Inspection (ESP).
 - (2) The first CAS survey should be carried out concurrent with the first IS or RS after 5 April 2005, or when the ship reached 15 years of age, whichever occurs later.
 - (3) Any subsequent CAS survey should be carried out at intervals not exceeding 5 years and 6 months. (e.g. the first CAS survey is completed in IS, the consequent CAS survey will be carried out at the next IS.)

A summary of the outcomes of MEPC50 is also available on the IMO web-site (<http://www.imo.org>).

For any questions about the above, please contact:

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Attachment:

1. Amendments to MARPOL Annex I
2. Amendments to CAS

ANNEX 1

111
DRAFT RESOLUTION MEPC.~~1~~¹(50)
adopted on ~~4~~ December 2003

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1978 RELATING TO
THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS, 1973**

**(Amendments to regulation 13G and IOPP Certificate of Annex I and addition of new
regulation 13H to Annex I of MARPOL 73/78)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

HAVING CONSIDERED the proposed amendments to regulation 13G and to the Supplement (Form B) of the IOPP Certificate which are consequential amendments to the proposed amendments to regulation 13G of Annex I to MARPOL 73/38,

HAVING ALSO CONSIDERED the proposed new regulation 13H of Annex I to MARPOL 73/78,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to Annex I of MARPOL 73/78, the text of which is set out at annexes 1, 2, 3 and 4 to the present resolution, each of which being subject to separate consideration by the Parties pursuant to Article 16(2)(f)(ii) of the 1973 Convention.
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on ~~4~~ October 2004, unless prior to that date, not less than one-third of the Parties or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;
3. INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on ~~4~~ April 2005 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex; and

5. REQUESTS FURTHER the Secretary-General to transmit to the Members of the Organization which are not Parties to MARPOL 73/78 copies of the present resolution and its annex.

ANNEX 1

The existing regulation 13G is replaced by the following:

“Regulation 13G

Prevention of accidental oil pollution - Measures for existing oil tankers

- (1) Unless expressly provided otherwise this regulation shall:
 - (a) apply to oil tankers of 5,000 tons deadweight and above, which are contracted, the keels of which are laid, or which are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (b) not apply to oil tankers complying with regulation 13F of this Annex, which are contracted, the keels of which are laid, or are delivered before the dates specified in regulation 13F(1) of this Annex; and
 - (c) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation:
 - (a) “Heavy diesel oil” means diesel oil other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organization¹.
 - (b) “Fuel oil” means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organization².
- (3) For the purpose of this regulation, oil tankers are divided into the following categories:
 - (a) “Category 1 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 does not comply with the requirements for new oil tankers as defined in regulation 1(26) of this Annex;
 - (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 complies with the requirements for new oil tankers as defined in regulation 1(26) of this Annex; and

1 Refer to the American Society for Testing and Material’s Standard Test Method (Designation D86).

2 Refer to the American Society for Testing and Material’s Specification for Number Four Fuel Oil (Designation D396) or heavier.

(c) "Category 3 oil tanker" means an oil tanker of 5,000 tons deadweight and above but less than that specified in subparagraph (a) or (b) of this paragraph.

(4) An oil tanker to which this regulation applies shall comply with the requirements of regulation 13F of this Annex not later than ⁵~~4~~ April 2005 or the anniversary of the date of delivery of the ship on the date or in the year specified in the following table:

Category of oil tanker	Date or year
Category 1	⁵ 4 April 2005 for ships delivered on ⁵ 4 April 1982 or earlier 2005 for ships delivered after ⁵ 4 April 1982
Category 2 and Category 3	⁵ 4 April 2005 for ships delivered on ⁵ 4 April 1977 or earlier 2005 for ships delivered after ⁵ 4 April 1977 but before 1 January 1978 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 or later

(5) Notwithstanding the provisions of paragraph (4) of this regulation, in the case of a Category 2 or 3 oil tanker 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, but does not fulfill conditions for being exempted from the provisions of paragraph (1)(c) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that:

- (a) the ship was in service on 1 July 2001;
- (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
- (c) the conditions of the ship specified above remain unchanged; and
- (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(6) A Category 2 or 3 oil tanker of 15 years and over after the date of its delivery shall comply with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC.94 (46), as may be amended, provided that such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the present Convention relating to amendment procedures applicable to an appendix to an Annex.

(7) The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph (4) of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall 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 after the date of its delivery, whichever is the earlier date.

- (8) (a) The Administration of a Party to the present Convention which allows the application of paragraph (5) of this regulation, or allows, suspends, withdraws or declines the application of paragraph (7) of this regulation, to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.
- (b) A Party to the present Convention shall be entitled to deny entry into the ports or offshore terminals under its jurisdiction of oil tankers operating in accordance with the provisions of :
- (i) paragraph (5) of this regulation beyond the anniversary of the date of delivery of the ship in 2015; or
 - (ii) paragraph (7) of this regulation.

In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.”

ANNEX 2

The following new regulation is added after regulation 13G:

“Regulation 13H

Prevention of oil pollution from oil tankers carrying heavy grade oil as cargo

- (1) This regulation shall:
- (a) apply to oil tankers of 600 tons deadweight and above carrying heavy grade oil as cargo regardless of the date of delivery; and
 - (b) not apply to oil tankers covered by subparagraph (a) above which comply with regulation 13F(3)(a) and (b) or 13F(4) or 13F(5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances at centreline shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation “heavy grade oil” means any of the following:
- (a) crude oils having a density at 15°C higher than 900 kg/m³;
 - (b) fuel oils having either a density at 15° C higher than 900 kg/m³ or a kinematic viscosity at 50° C higher than 180 mm²/s;
 - (c) bitumen, tar and their emulsions.
- (3) An oil tanker to which this regulation applies shall comply with the provisions of paragraphs (4) to (8) of this regulation in addition to complying with the applicable provisions of regulation 13G.
- (4) Subject to the provisions of paragraphs (5), (6) and (7) of this regulation, an oil tanker to which this regulation applies shall:
- (a) if 5,000 tons deadweight and above, comply with the requirements of regulation 13F of this Annex not later than ~~4~~⁵ April 2005; or
 - ~~(b) if 600 tons deadweight and above but less than 5,000 tons deadweight, comply with the requirements of the regulation 13F(7) of this Annex provided that it is fitted with double bottom tanks or spaces and wing tanks or spaces in accordance with regulation 13(F)(7) of this Annex, not later than the anniversary of the date of delivery of the ship in the year 2008.~~
- ~~(alternative text to subparagraph (b))~~
- ~~(b)~~ if 600 tons deadweight and above but less than 5,000 tons deadweight, be fitted with both double bottom tanks or spaces complying with the provisions of regulation 13F(7)(a) of this Annex, and wing tanks or spaces arranged in accordance with regulation 13F(3)(a) and complying with the requirement for distance *w* as

referred to in regulation 13F(7)(b), not later than the anniversary of the date of delivery of the ship in the year 2008.~~Y~~

(5) In the case of an oil tanker of 5,000 tons deadweight and above, carrying heavy grade oil as cargo 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, but does not fulfil conditions for being exempted from the provisions of paragraph (1)(b) of this regulation, the Administration may allow continued operation of such a ship beyond the date specified in paragraph (4) of this regulation, provided that:

- (a) the ship was in service on ~~4~~ December 2003;
- (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
- (c) the conditions of the ship specified above remain unchanged; and
- (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(6) (a) The Administration may allow continued operation of an oil tanker of 5,000 tons deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph (4)(a) of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 13G(6) warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(b) The Administration may allow continued operation of an oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph (4)(b) of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(7) The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo from the provisions of this regulation if the oil tanker:

- (a) either is engaged in voyages exclusively within an area under its jurisdiction, or operates as a floating storage unit of heavy grade oil located within an area under its jurisdiction; or
- (b) either is engaged in voyages exclusively within an area under the jurisdiction of another Party, or operates as a floating storage unit of heavy grade oil located within an area under the jurisdiction of another Party, provided that the Party within whose jurisdiction the oil tanker will be operating agrees to the operation of the oil tanker within an area under its jurisdiction.

- (8) (a) The Administration of a Party to the present Convention which allows, suspends, withdraws or declines the application of paragraph (5), (6) or (7) of this regulation to a ship entitled to fly its flag shall forthwith communicate to the Organization for circulation to the Parties to the present Convention particulars thereof, for their information and appropriate action, if any.
- (b) ~~Subject to the provisions of international law,~~ a Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph (5) or (6) of this regulation into the ports or offshore terminals under its jurisdiction~~,~~ or 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~~.~~ In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

ANNEX 3

**AMENDMENTS TO FORM B OF THE SUPPLEMENT TO THE IOPP CERTIFICATE
RELATING TO REVISED REGULATION 13G**

The existing paragraph 5.8.4 in Form B of the Supplement to the IOPP Certificate is replaced by the following:

“5.8.4 The ship is subject to regulation 13G and:

- .1 is required to comply with regulation 13F not later than
- .2 is so arranged that the following tanks or spaces are not used for
the carriage of oil
- .3 is allowed to continue operation in accordance with regulation 13G(5)
until
- .4 is allowed to continue operation in accordance with regulation 13G(7)
until ”

ANNEX 4

**AMENDMENTS TO FORM B OF THE SUPPLEMENT TO THE IOPP CERTIFICATE
RELATING TO NEW REGULATION 13H**

The following new paragraphs are added after paragraph 5.8.5 in the Form B of the Supplement to the IOPP Certificate:

“5.8.6 The ship is subject to regulation 13H and:

- .1 is required to comply with regulation 13H(4) not later than
- .2 is allowed to continue operation in accordance with regulation 13H(5)
until
- .3 is allowed to continue operation in accordance with regulation 13H(6)(a)
until
- .4 is allowed to continue operation in accordance with regulation 13H(6)(b)
until
- .5 is exempted from provisions of 13H in accordance with regulation
13H(7)(b)

5.8.7 The ship is not subject to regulation 13H ”

ANNEX 2

112
RESOLUTION MEPC. ~~11~~¹¹²(50)
Adopted on ~~4~~ December 2003

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee (the Committee) conferred upon it by international conventions for the prevention and control of marine pollution,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1973 Convention") and article VI of the Protocol of 1978 relating to the International Convention for the Prevention of Pollution from Ships, 1973 (hereinafter referred to as the "1978 Protocol") which together specify the amendment procedure of the 1978 Protocol and confer upon the appropriate body of the Organization the function of considering and adopting amendments to the 1973 Convention, as modified by the 1978 Protocol (MARPOL 73/78),

NOTING ALSO that regulation 13G of Annex I of MARPOL 73/78 specifies that the Condition Assessment Scheme, adopted by resolution MEPC.94(46), may be amended provided such amendments shall be adopted, brought into force and take effect in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an Annex,

RECALLING ALSO resolution MEPC.99(48), by which the Committee adopted amendments to the Condition Assessment Scheme, in accordance with the provisions of article 16 of the 1973 Convention relating to amendment procedures applicable to an appendix to an Annex,

HAVING ADOPTED, at its fiftieth session, amendments to regulation 13G of Annex I to MARPOL 73/78 by resolution MEPC. ~~11~~¹¹²(50) to further accelerate the phase-out of single-hull tankers in an effort to further enhance the protection of the marine environment,

RECOGNIZING the need to amend the Condition Assessment Scheme for the purposes of application of the amendments to regulation 13G and the new regulation 13H of Annex I to MARPOL 73/78, as adopted by resolution MEPC. ~~11~~¹¹²(50),

HAVING CONSIDERED, at its fiftieth session, the proposed amendments to the Condition Assessment Scheme,

1. ADOPTS, in accordance with article 16(2)(d) of the 1973 Convention, the amendments to the Condition Assessment Scheme, the text of which is set out at Annex to the present resolution;
2. DETERMINES, in accordance with article 16(2)(f)(iii) of the 1973 Convention, that the amendments shall be deemed to have been accepted on ~~4~~ October 2004, unless, prior to that date, not less than one third of the Parties to MARPOL 73/78 or Parties the combined merchant fleets of which constitute not less than 50 per cent of the gross tonnage of the world's merchant fleet, have notified to the Organization their objections to the amendments;

3. INVITES Parties to MARPOL 73/78 to note that, in accordance with article 16(2)(g)(ii) of the 1973 Convention, the said amendments shall enter into force on ~~4~~⁵ April 2005 upon their acceptance in accordance with paragraph 2 above;

4. REQUESTS the Secretary-General, in conformity with article 16(2)(e) of the 1973 Convention, to transmit to all Parties to MARPOL 73/78 certified copies of the present resolution and the text of the amendments contained in the Annex;

5. REQUESTS FURTHER the Secretary-General to transmit copies of this resolution and its Annex to Members of the Organization which are not Parties to MARPOL 73/78; and

6. INVITES the Maritime Safety Committee to note the amendments to the Condition Assessment Scheme.

“7. URGES the Maritime Safety Committee to undertake, as a matter of priority, a review of the Guidelines on the Enhanced Programme of Inspections During Surveys of Bulk Carriers and Oil Tankers (the Guidelines), adopted by resolution A.744(18) as amended, for the purpose of introducing and incorporating relevant elements and provisions of the Condition Assessment Scheme in the Guidelines, so as to ensure that oil tankers required to comply with the provisions of the Condition Assessment Scheme will be subject to a single and harmonised survey and inspection regime.

8. AGREES that the Committee will undertake, as soon as the Maritime Safety Committee has incorporated relevant elements and provisions of the Condition Assessment Scheme into the Guidelines, to carry out the necessary review of the Condition Assessment Scheme and, if needed, of the related thereto provisions of regulations 13G and 13H of Annex I of MARPOL 73/78 with a view to ensuring that oil tankers required to comply with the provisions of the Condition Assessment Scheme will be subject to a single and harmonised survey and inspection regime.”

ANNEX

AMENDMENTS TO THE CONDITION ASSESSMENT SCHEME

- 1 In the last sentence of paragraph 1.1, the following words are added at the end of the sentence:

", or Interim Statement of Compliance, as applicable."

- 2 In paragraph 2, the words "regulation 13G(7)" are replaced by "regulations 13G(6) and (7) and 13H(6)(a)", and the words "resolution MEPC.95(46)" are deleted.

- 3 Paragraph 3.3 is deleted and the existing paragraphs 3.4 and 3.5 are renumbered as paragraphs 3.3. and 3.4 respectively.

- 4 Paragraph 3.6 is deleted and the existing paragraph 3.7 is renumbered as paragraph 3.5.

- 5 The following new paragraph 3.6 is added, and the existing paragraphs 3.8 through 3.14 are renumbered as paragraphs 3.7 through 3.13.

"3.6 "Category 3 oil tanker" means an oil tanker of 5,000 tons deadweight and above but less than that specified in regulation 13G(3)(a) or (b) of Annex I of MARPOL 73/78."

- 6 Paragraph 4.3 is replaced by the following:

"4.3 The Administration shall require Category 2 and Category 3 oil tankers flying its flag which are subject to the provisions of regulation 13G(7) to remain out of service during the periods referred to in paragraph 5.1.2, until these oil tankers are issued with a valid Statement of Compliance."

- 7 Paragraph 5.1 is replaced by the following:

"5.1 Application

The requirements of the CAS apply to:

- .1 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, in accordance with regulation 13G(6);
- .2 oil tankers subject to the provisions of regulation 13G(7), where authorization is requested for continued service beyond the anniversary of the date of delivery of the ship in 2010; and

~~.3 oil tankers of 5,000 tons deadweight and above carrying heavy grade oil subject to the provisions of regulation 13H(6)(a)."~~

- 8 Paragraph 5.3 is replaced by the following:

"5.3.1 The CAS survey shall be aligned to the Enhanced Programme of Inspection.

5.3.2 The first CAS survey in accordance with regulation 13G(6) shall be carried out concurrent with the first scheduled intermediate or renewal survey after [4] April 2005, or when the ship reaches the 15 years of age, whichever occurs later. 5

"3 oil tankers of 5,000 tons deadweight and above and of 15 years and over after date of delivery of the ship, carrying crude oil as cargo having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, in accordance with regulation 13H(6)(a)."

- 5.3.3 The first CAS survey in accordance with regulation 13G(7) shall be carried out concurrent with the scheduled intermediate or renewal survey due prior to the anniversary of the date of delivery of the ship in 2010.
- 5.3.4 The first CAS survey in accordance with regulation 13H(6)(a) shall be carried out concurrent with the first scheduled intermediate or renewal survey after ~~4~~⁵ April 2005.
- 5.3.5 In the case where the Statement of Compliance issued following the first CAS survey under 5.3.2 is valid beyond the anniversary of the date of delivery of the ship in 2010, that CAS may be treated as the first CAS carried out in compliance with regulation 13G(7).
- 5.3.6 Any subsequent CAS survey, required for the renewal of the Statement of Compliance, shall be carried out at intervals not exceeding 5 years and 6 months.
- 5.3.7 Notwithstanding the above, the Company may, with the agreement of the Administration, opt to carry out the CAS survey at a date earlier than the due date of the survey referred to above, provided that all the requirements of the CAS are complied with.”

9 Paragraph 6.1.1.7 is replaced by the following:

“6.1.1.7 Such relaxation shall, at all times, be subject to the RO having sufficient time to complete the CAS survey and issue the Interim Statement of Compliance under regulation 13G(6) or 13H(6)(a), or the Administration to review the CAS Final Report and issue the Statement of Compliance under regulation 13G(7), as applicable, prior to re-entry of the ship to service.”

10 Paragraph 10.2.2 is replaced by the following:

“10.2.2 The CAS Final Report shall be submitted by the RO to the Administration without delay and:

- .1 in the case of the CAS survey in accordance with regulation 13G(6) or 13H(6)(a), not later than 3 months after the completion of the CAS survey; or
- .2 in the case of the CAS survey in accordance with regulation 13G(7), not later than 3 months after the completion of the CAS survey, or 2 months prior to the date the ship is required to be issued with a Statement of Compliance, whichever occurs earlier.”

11 In paragraph 11.1, the words “Category 1 and Category 2” are replaced by the words “Category 2 and Category 3”.

12 Paragraph 13.1 is replaced by the following:

“13.1 The Administration shall, in accordance with its procedures, issue to each ship which completes the CAS to the satisfaction of the Administration, the Statement of Compliance.

Such Statement shall be issued:

- .1 in the case of the CAS in accordance with regulation 13G(6) or 13H(6)(a), not later than 5 months after the completion of the CAS survey; or
- .2 in the case of the CAS in accordance with regulation 13G(7), not later than 5 months after the completion of the CAS survey, or the anniversary of the date of delivery of the ship in 2010, whichever occurs earlier, for the first CAS survey, and not later than the expiry date of the Statement of Compliance for any subsequent CAS survey."

13 Paragraph 13.6 is replaced by the following:

"13.6 The validity of the Statement of Compliance shall not exceed 5 years and 6 months from the date of completion of the CAS survey."

14 Paragraph 13.7 is replaced by the following:

"13.7 The RO which has carried out the CAS survey in accordance with regulation 13G(6) or 13H(6)(a), upon satisfactory completion of the survey, shall issue an Interim Statement of Compliance in a form corresponding the model given in appendix 1, for a period not exceeding 5 months. It shall remain valid until its expiry date or the date of issue of a Statement of Compliance, whichever is the earlier date, and shall be accepted by other Parties to MARPOL 73/78."

15 In appendix 1, the words “, as amended” are inserted after “MEPC.94(46)” (in two places).

16 In appendix 1, the following words are added after point 2:

"Date of completion of the CAS survey: dd/mm/yyyy."

17 In appendix 1, the Form of the Interim Statement of Compliance, which is attached to this document, is added after the Form of Statement of Compliance.

18 In appendix 3, in paragraph 1.1.1, the words “by resolution MEPC.99(48)” are deleted.

FORM OF INTERIM STATEMENT OF COMPLIANCE

INTERIM STATEMENT OF COMPLIANCE

Issued under the provisions of the Condition Assessment Scheme (resolution MEPC.94(46), as amended) by:

.....
(full name of the Recognized Organization)

Particular of ship

Name of ship
Distinctive number or letters
Port of registry
Gross tonnage
Deadweight of ship (metric tons)
IMO number
Category of tanker

THIS IS TO CERTIFY:

- 1 That the ship has been surveyed in accordance with the requirements of the Condition Assessment Scheme (CAS) (resolution MEPC.94(46), as amended);
- 2 That the survey showed that the structural conditions of the ship covered by CAS are in all respects satisfactory and the ship complies with the survey requirements of CAS.

Date of completion of the CAS survey: dd/mm/yyyy.

This Statement is valid until, or the date of issue of the Statement of Compliance, whichever is the earlier date.

Issued at
(Place of issue of the Statement)

.....
(Date of issue)

.....
*(Signature of duly authorized official
issuing the Statement)*

(Seal or stamp of the Recognized Organization, as appropriate)
