



TUVALU SHIP REGISTRY

Singapore Operations Office:
10 Anson Road #25-16, International Plaza, Singapore 079903
Tel: (65) 6224 2345 Fax: (65) 6227 2345
Email: info@tvship.com Website: www.tvship.com

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FOR: Shipowners, Classification Societies, Ship Masters and the Shipping Community

ACCELERATED PHASE-OUT FOR SINGLE HULL TANKERS

Under a revised regulation 13G of Annex I of MARPOL, the final phasing-out date for Category 1 tankers (pre-MARPOL tankers) is brought forward to 2005, from 2007. The final phasing-out date for category 2 and 3 tankers (MARPOL tankers and smaller tankers) is brought forward to 2010, from 2015.

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

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 and 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

The revised regulation allows:

- The Condition Assessment Scheme (CAS) is to be applicable to all single-hull tankers of 15 years, or older.
- The Administration (flag State) to permit continued operation of category 2 or 3 tankers beyond 2010 subject to satisfactory results from the CAS,
- 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
- The Administration may allow continued operation beyond 2010, provided that the ship was in service on 1 July 2001 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.

Category 1 - oil tankers 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 other oils, which do not comply with the requirements for protectively located segregated ballast tanks (commonly known as Pre-MARPOL tankers)

Category 2 - oil tankers 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 other oils, which do comply with the protectively located segregated ballast tank requirements (MARPOL tankers)

Category 3 - oil tankers of 5,000 tons deadweight and above but less than the tonnage specified for Category 1 and 2 tankers.