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International Merchant Marine Registry of Belize

ACCELERATED SINGLE HULL TANKERS PHASE-OUT AND CONDITION ASSESSMENT SCHEME APPLICATION (CAS)

TO ALL SHIPOWNERS AND OPERATORS, DEPUTY REGISTRARS, RESIDENT AGENTS,
CLASSIFICATION SOCIETIES AND RECOGNIZED ORGANIZATIONS.

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This Technical Note is intended to draw to all parties of the position of the Belize Registry regarding certain issues relevant to the application of the Condition Assessment Scheme and the accelerated phase-out for single hull tankers. Further technical information in detail is contained in the referred IMO instruments.

1. SINGLE HULL TANKERS ACCELERATED PHASE-OUT

1.1. The amendments to MARPOL Annex I concerning further acceleration of the phase-out timetable for single hull tankers, a banning for the carriage of heavy grade oil in single hull tankers and consequential amendments to CAS were adopted at MEPC 50. The amendments to these regulations will enter into force on **April 5, 2005** under tacit acceptance.

1.2. Under the revised MARPOL Annex I, Reg. 13G the full timetable for the phasing out of single hull tankers is as follows:

Category of oil Tanker	Phase out date –vs- Delivery date
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 and later

1.3. This regulation allows the Administration to take the following stand:

1.3.1. The Administration may exempt Category 1 tankers from completing the CAS, as such tankers will be phased out on April 5, 2005

1.3.2. The Administration may allow continued operation of Category 2 or 3 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.

1.3.3. The Administration may allow continued operation of Category 2 or 3 tankers until 2015 or the date in which the ships reaches 25 years after the date of its delivery, whichever is earlier, if satisfactory results of CAS.

1.4. Under the **new** MARPOL Annex I, Reg. 13H which bans the carriage of heavy grade oil as cargo on board single hull oil tankers regardless of the date of the delivery, the full timetable is as follows:

Tanker's Deadweight Tons (dwt)	Banning Date
Between 600 and 5,000	Banned after the anniversary date of delivery of the ship in 2008 regardless of delivery date.
5,000 and above	Banned after 5 April 2005 regardless of delivery date

1.5. This regulation allows the Administration to take the following stand:

1.5.1. The Administration may allow continued operation of tankers of 600 dwt but less than 5,000 dwt until the date on which the ship reaches 25 years after the date of its delivery.

1.5.2. The Administration may exempt tankers of 600 dwt and above carrying heavy grade oil which are exclusively engaged in voyages within the jurisdiction a Party to MARPOL other than Belize, from complying with the requirements of Reg. 13H.

1.5.3. The Administration may allow continued operation of tankers of 5,000 dwt and above 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.

1.5.4. The Administration may allow continued operation of tankers of 5,000 dwt and above carrying crude oil having a density at 15°C higher than 900 Kg/m³ but lower than 945 Kg/m³, until the date in which the ships reaches 25 years after the date of its delivery, if satisfactory results of CAS.

2. CONDITION ASSESSMENT SCHEME (CAS) APPLICATION

- 2.1. The Condition Assessment Scheme as adopted in Resolution MEPC 94(46), and as amended by Resolution MEPC 99(48) is designed to detect structural weakness in ageing tankers and will be applicable to all single-hull tankers of **15 years**, or older.
- 2.2. Under European Union regulations, (EC) No. 1726/2003, single-hull tankers will not be allowed to enter or leave ports or offshore terminals or anchor in areas under the jurisdiction of a Member State beyond the anniversary date of the date of delivery of the ship in 2005 unless compliance with CAS.

3. POSITION OF THE BELIZE REGISTRY

- 3.1. This Administration will not require Category 1 tankers to complete the CAS since their phase out date will be on 5 April 2005.
- 3.2. Specific Conditions for continued operation
 - 3.2.1. The Specific Conditions referred to under 1.3.2 and 1.5.3. of this Technical Note are contained in detail under Reg. 13G(5) and 13H(5) of MARPOL respectively and no additional requirements from those will be imposed by the Administration.
- 3.3. Tankers reaching 25 years after the date of its delivery
 - 3.3.1. Any single-hull oil tanker will be prohibited from sailing after 25 years after the date of its delivery. Detailed information of the date and place of delivery for recycling is to be provided to the Administration prior to the phase out date.
- 3.4. Tankers exclusively engaged in voyages within the jurisdiction of a Party to MARPOL other than Belize
 - 3.4.1. An **Official Letter** provided by the Party in which the tanker will be operating detailing the intended area of operation and the period of approval, needs to be provided to this Administration in order to be considered from complying with Reg. 13H



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