International Maritime Information

Regulations on single hull oil tankers are being strengthened in respond to the Prestige incident





Environment Committee (MEPC50) was held on December 1 and 4, 2003, and the MARPOL 73/78 Convention was may grant an exemption on a case-by- order to introduce global measures in amended in response to the Prestige case basis, while another country has a line with their regional regulations, accident in November 2002. The right to deny such tankers from while some other countries expressed amendment will enter into force on entering its ports. Domestic trans- difficulties on implementation. The April 5, 2005.

A summary of the amendments are this regulation. as follows:

single hull oil tankers:

Single hull oil tankers of 5,000 dwt and above shall be gradually phased out by 2015 under the current MARPOL regulations, but the new schedule will phase them out by 2010. It is also agreed that the Administration of the flag state may extend the deadline up to 2015 for tankers of 25 years and younger on a case-by-case basis, while another country has a right to deny such tankers from entering its ports.

2) Introduction of new regulations on heavy grade oil transportation:

A new regulation on "prevention of oil pollution from ships carrying heavy grade oil" was introduced. In this regard, heavy grade oil means (i) crude oil heavier than 900 kg/m3, (ii) fuel oil either heavier than 900 kg/m3 or more viscous than 180 mm2/s, and (iii) bitumen, tar and their emulsions.

From April 5, 2005, tankers of 5,000 dwt and above carrying heavy grade oil

→ he 50th session of the Marine shall have double hull construction, and and extensive discussions were made Protection from 2008, this also applies to tankers among delegates. EU member countries, of between 600 dwt and 5,000 dwt.

1) Acceleration of phasing out of Condition Assessment Scheme:

The Condition Assessment Scheme (CAS) had been introduced following the ERIKA incidents so that the Administration of the flag state would review and confirm the results of a survey on a single hull tanker conducted by a classification society. Under the current MARPOL regulations, CAS only applies to single hull tankers of around 25 years or older and of larger than 20,000 dwt (for crude oil tankers) or 30,000 dwt (for product

In the amendments at MEPC50, the application of CAS was expanded to apply to single hull tankers of 15 years and older and of 5,000 dwt and above. In principle, the first CAS survey will be conducted in conjunction with the first CAS after April 5, 2005.

Adding to plenary meetings of MEPC on December 1 and 4, working group meetings and drafting group meetings

which had already introduced regional The Administration of the flag state regimes in October, took an initiative in portation may also be exempted from MEPC chairman, Mr A. Chrysostomou (Cyprus), the drafting group chairman, 3) Expanded application of the Mr G. Maplebeck (Australia), and the delegation from Japan made a great effort to reach a compromise among the EU and other countries.

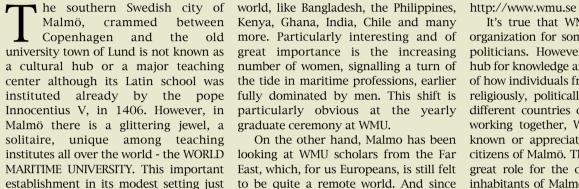
It took only one year from the Prestige incident to amend the MARPOL 73/78 Convention, and it seems to be the fastest track. Each time a major oil spill incident from single hull tankers occured, regulations on such tankers were strengthened. Responding to the Exxon Baldiz incident in Alaska in 1989, double hull requirements for oil tankers and phasing out regulations of single hull tankers 25 or 30 years old were introduced in the MARPOL 73/38 Convention. Responding to the ERIKA incident in 1999, a cut-off date of 2015 for phasing out single hull tankers was introduced. This shall be the final amendment on single hull tankers, which are soon to be phased out.

Ko Koiso Chief Researcher, Regulation Div. were also held on December 2 and 3, The Shipbuilding Research Association of Japan

Essays

WORLD MARITIME UNIVERSITY - AS SEEN BY A CITIZEN OF MALMÖ

by Nils Stormby, MD, PhD, ORS Hon. Consul General of Japan



1983 on the initiative of the comparison with their counterparts in International Maritime Organization Europe and the US. The international (IMO), a specialised agency of the United Nations, in close cooperation and with decisive backing from the City of Malmö. Being a success from the beginning it has ever since been for the City of Malmö and its forcefully supported by a number of inhabitants to proudly look at this jewel. nations, including Sweden, Norway, Malmö, itself a melting pot with Secretariat's Note Canada, Denmark, UK, France and others, and bodies like the International Transport Federation. Important substantial integration problems. The contributions have been provided by World Maritime University actually is an companies such as Inmarsat, and last extremely good example of how but not least, extensively by the Nippon students, men and women from all over Foundation and the Ship and Ocean the world, can be successfully Foundation of Japan.

at the coastline reflects both the waves

global importance of maritime matters.

graduates is now close to 2000, denominator. A detailed overview of all

looking at WMU scholars from the Far East, which, for us Europeans, is still felt to be quite a remote world. And since the late Dr. Kensaku Nomoto, the first of Öresund - the busy straits between Japanese professor at WMU, the Denmark and Sweden - and the utmost presence of Japanese teaching staff has shown that the quality of maritime and WMU is young. It was established in academic society in Japan can stand in global future.

diversified social structures and a large number of immigrants, has experienced amalgamated into an organization with The number of students and teaching and learning as a common originating from nations all over the WMU activities can be seen at Mr. Sasakawa.



Dr. Stormby with his wife Yukie

It's true that WMU is a well-known organization for some professionals and politicians. However, as an important hub for knowledge and a superb example of how individuals from so many racially, religiously, politically and economically different countries can work and enjoy working together, WMU is not enough known or appreciated by the common citizens of Malmö. The university plays a great role for the city of Malmö - the inhabitants of Malmö should also play a greater role for WMU. We living here should take the opportunity to learn about all the nations represented by the students when they are here and take them closer to our heart. Although the time for studies is concentrated, hard, and short, we should never hesitate to be touch thereby given to Malmö is of innovative and find out what we can do general value in a city seeking a more for the students, inviting them occasionally to different activities and Thus, there is more than good reason our homes. The reward will be unexpectedly great.

Since the foundation of WMU, Dr. Stormby has given continuous support to Japanese teaching staff and Japanese students working and learning at WMU. For his contribution over many years in promoting amicability between Japan and Sweden he was decorated by the Japanese Government with The Order of the Rising Sun in autumn, 2003.

The Celebration Message was sent from

