

標 題：

IMO 第 46 回海洋環境保護委員会(MEPC46-2001年4月)で採択された強制要件 - 現存 Single Hull Tanker の Phase out スケジュールの変更

NKテクニカル インフォメーション

No. : 404

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関係船主・船舶管理会社・造船所 各位

本年4月 23 日から 27 日に開催された IMO の第 46 回海洋環境保護委員会(MEPC46)では、エリカ号の事故を受けた一連の対処策の一環として MARPOL 条約の見直しが行われ、現存 Single Hull Tanker のフェーズアウトが現行規則よりさらに加速されました。

1 改正 MARPOL 13G による新 Phase out スケジュール

MARPOL 13G 付表によると新 Scheme の要旨は MARPOL I/13F 規則(Double Hull 構造のもの)に適合していないタンカーを、

- Category 1 タンカー;

MARPOL 条約適用以前の crude oil, fuel oil, heavy diesel oil 又は lubricating oil を運送する 20,000DWT 以上のタンカー及びこれら以外の oil を運送する 30,000DWT 以上のタンカー

- Category 2 タンカー;

MARPOL 条約適用の crude oil, fuel oil, heavy diesel oil 又は lubricating oil を運送する 20,000DWT 以上のタンカー及びこれら以外の oil を運送する 30,000DWT 以上のタンカー

- Category 3 タンカー;

5,000DWT 以上で上記 Category 1 又は Category 2 未満の大きさ(20,000DWT 未満又は 30,000DWT 未満)のタンカー)

に分類した上、以下の表のとおり phase out date が定められています。ただし、Category 2 又は Category 3 タンカーについては、

(1) 最終的に 2015 年に phase out されることになっていますが、MARPOL 13F 規則を満たしていないが double bottom 又は double side 構造を持つタンカーについては除外規定が設けられ、IMO へ通知することを条件に主管庁判断において船齢 25 年までの使用が認められています。

(2) 前(1)以外の Category 2 及び Category 3 タンカーについては、PL 又は HBL の措置を取っていれば、IMO へ通知することを条件に主管庁判断において 2017 年又は船齢 25 年のどちらか早い時期まで運航できることとなっています。

(3) ただし、前(1)又は(2)の延命策を認めず入港等を拒否する権限が主管庁に与えられています。

いずれにせよ Category 1 タンカーは 2005 年、Category 2 タンカーは 2010 年を超えて使用する場合、以下に述べる CAS(Condition Assessment Scheme)への適合を条件としています。CAS への適否の決定は主管庁の裁量に委ねられます。主管庁によっては CAS を実施することによる延命処置を認めないこともあり得ます。そのような主管庁は IMO へその旨を通知することになっています。

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(新 MARPOL I/13G 規則付表:)

各 Category のタンカーは右に示される delivery の年毎に定められた年の anniversary date までに MARPOL 13F 規則 (Double Hull 構造) へ適合することを要求されます。

(例えば、1978 年に建造された 50,000DWT のタンカーであれば (Category 1 タンカーになります)、2005 年までに CAS に適合することを条件に 2006 年の anniversary date までに適合が要求されます。)

Category of oil tanker	Year
Category 1	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005* for ships delivered in 1976 and 1977 2006* for ships delivered in 1978, 1979 and 1980 2007* for ships delivered in 1981 or later
Category 2	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 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 2011* for ships delivered in 1985 2012* for ships delivered in 1986 2013* for ships delivered in 1987 2014* for ships delivered in 1988 2015* for ships delivered in 1989 or later
Category 3	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 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 2011 for ships delivered in 1985 2012 for ships delivered in 1986 2013 for ships delivered in 1987 2014 for ships delivered in 1988 2015 for ships delivered in 1989 or later

* Subject to compliance with the provisions of paragraph (7).

(7) The Administration may allow continued operation of a Category 1 oil tanker beyond the anniversary of the date of delivery of the ship in 2005, and of a Category 2 oil tanker beyond the anniversary of the date of delivery of the ship in 2010, subject to compliance with the Condition Assessment Scheme adopted by the Marine Environment Protection Committee by resolution MEPC ... (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.

2 CAS (Condition Assessment Scheme)

上記 MARPOL Reg I/13G 新規則の表にある Phase out 期限まで、Category 1 タンカーであれば 2005 年以降、Category 2 タンカーであれば 2010 年以降使用する場合はそれ以前の間検査又は更新検査において CAS に適合しておく必要があります。

CAS は検査を確実に実施するために、検査の準備等に多くの書類作成を要求しております。検査自体は検査強化プログラム (A.744(18)-及び関連改正決議) とほぼ同じ内容ですが (Close-up survey、板厚計測箇所は強化されている)、CAS 検査前の手順、主管庁への詳細な検査報

告書、IOPP 証書の添付物として発行する適合証書である Statement of Compliance といった書類の作成及び審査が細かく規定されており、主管庁、代行機関(船級協会)、船主(Company)の役割分担を明確化するものとなっています。

最終的な Statement of Compliance は主管庁が発行すると明記されており、準備の各段階において主管庁と協議することになっています。このため、準備に十分な時間的余裕を持つことをお勧めします。

なお、IMO では検査計画書の雛形(Model Survey Plan)を準備することになっており、2002 年 3 月に予定されている次回会合で採択されることになっています。

Category 1 タンカーであれば CAS の実施は 2005 年の anniversary date 以前の中間検査又は更新検査時に行うことになります。この準備として事前の書類審査等のために最低8ヶ月前には弊社及び主管庁に連絡を頂きますよう申し上げます。

添付 MARPOL 条約改正規則(英文)

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ANNEX

AMENDMENTS TO ANNEX I TO MARPOL 73/78

1 *The existing text of regulation 13G is replaced by the following:*

“Regulation 13G

**Prevention of oil pollution in the event of collision or stranding -
Measures for existing tankers**

- (1) 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 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

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.

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;
- (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 the anniversary of the date of delivery of the ship in the year specified in the following table:

Category of oil tanker	Year
Category 1	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005* for ships delivered in 1976 and 1977 2006* for ships delivered in 1978, 1979 and 1980 2007* for ships delivered in 1981 or later
Category 2	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 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 2011* for ships delivered in 1985 2012* for ships delivered in 1986 2013* for ships delivered in 1987 2014* for ships delivered in 1988 2015* for ships delivered in 1989 or later
Category 3	2003 for ships delivered in 1973 or earlier 2004 for ships delivered in 1974 and 1975 2005 for ships delivered in 1976 and 1977 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 2011 for ships delivered in 1985 2012 for ships delivered in 1986 2013 for ships delivered in 1987 2014 for ships delivered in 1988 2015 for ships delivered in 1989 or later

* Subject to compliance with the provisions of paragraph (7).

- (5) Notwithstanding the provisions of paragraph (4) of this regulation:
- (a) 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 fulfil 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:
 - (i) the ship was in service on 1 July 2001;
 - (ii) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
 - (iii) the conditions of the ship specified above remain unchanged; and
 - (iv) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery;
 - (b) in the case of a Category 2 or 3 oil tanker other than that referred to in sub-paragraph (a) of this paragraph which complies with the provisions of paragraph (6)(a) or (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 such continued operation shall not go beyond the anniversary of the date of delivery of the ship in 2017 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.
- (6) A Category 1 oil tanker of 25 years and over after the date of its delivery shall comply with either of the following provisions:
- (a) wing tanks or double bottom spaces, not used for the carriage of oil and meeting the width and height requirements of regulation 13E(4), cover at least 30% of L_t , for the full depth of the ship on each side or at least 30% of the projected bottom shell area within the length L_t , where L_t is as defined in regulation 13E(2); or
 - (b) the tanker operates with hydrostatically balanced loading, taking into account the guidelines developed by the Organization³.
- (7) The Administration may allow continued operation of a Category 1 oil tanker beyond the anniversary of the date of delivery of the ship in 2005, and of a Category 2 oil tanker beyond the anniversary of the date of delivery of the ship in 2010, subject to compliance 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.

³ Refer to the Guidelines for Approval of Alternative Structural or Operational Arrangements adopted by resolution MEPC.64(36).

- (8) (a) The Administration of a State 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 of oil tankers operating in accordance with the provisions of paragraph (5) of this regulation into the ports or offshore terminals under its jurisdiction. In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.”

AMENDMENTS TO APPENDIX II TO ANNEX I TO MARPOL 73/78

Amendments to the Supplement to the IOPP Certificate (Form B)

2 *The existing paragraph 5.8.4 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 provided with the operational manual approved on in accordance with resolution MEPC.64(36)
- .4 is allowed to continue operation in accordance with regulation 13G(5)(a)
- .5 is allowed to continue operation in accordance with regulation 13G(5)(b)
- .6 is allowed to continue operation in accordance with regulation 13G(7)
