

標題

EU 規則改正による MARPOL 条約との整合と CAS 実施
時期の明確化

ClassNK

テクニカル インフォメーション

No. TEC-0618

発行日 2005 年 1 月 24 日

各位

PRESTIGE の事故を受けて改正された EU 規則 No. 1726/2003 (2003 年 10 月 21 日発効) では、EU を往来するシングルハルタンカーの重質油移送禁止、フェイズアウトスケジュールの前倒し及び船体状態評価策(CAS)が要求されております。

一方、IMO 海洋環境保護委員会 (MEPC) は、MARPOL 付属書 I 第 13G 規則改正、新規則 13H 及び CAS 改正規則を 2003 年 12 月 4 日に採択しました。これらの規則は 2005 年 4 月 5 日に発効します (2003 年 12 月 12 日付 ClassNK テクニカル・インフォメーション No.TEC-0557 をご参照下さい)。

MARPOL 条約の改正を受けて、EU 委員会は EU 規則と MARPOL 条約との整合性をとることを決定し、新たに改正規則 No. 2172/2004 を発表しました (2005 年 1 月 5 日発効)。EU が IMO で採択されている CAS 要件の解釈に同意した点が重要となります。

従いまして、EU 加盟国管轄の港湾、洋上ターミナル或いは描泊地へ出入りするカテゴリー 2 及びカテゴリー 3 のシングルハルタンカーに要求される初回 CAS 検査は MARPOL 条約と同様に、

- 2005 年 4 月 5 日以降に予定されている最初の間接検査或いは更新検査、又は
 - 船齢 15 年に達する日以降の最初の間接検査或いは更新検査
- のうちいずれか遅い検査時に実施することが要求されます。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

財団法人 日本海事協会 (ClassNK)

本部 管理センター 検査技術部

住所: 東京都千代田区紀尾井町 4-7 (郵便番号 102-8567)

Tel.: 03-5226-2027 / 2028

Fax: 03-5226-2029

E-mail: svd@classnk.or.jp

添付:

1. EU 改正規則 No.2172/2004
2. EU 規則 No.1726/2003

NOTES:

- ClassNK テクニカル・インフォメーションは、あくまで最新情報の提供のみを目的として発行しています。
- ClassNK 及びその役員、職員、代理もしくは委託事業者のいずれも、掲載情報の正確性及びその情報の利用あるいは依存により発生する、いかなる損失及び費用についても責任は負いかねます。
- バックナンバーは ClassNK インターネット・ホームページ (URL: www.classnk.or.jp) においてご覧いただけます。

COMMISSION REGULATION (EC) No 2172/2004**of 17 December 2004****amending Regulation (EC) No 417/2002 of the European Parliament and of the Council on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers****(Text with EEA relevance)**

THE COMMISSION OF THE EUROPEAN COMMUNITIES,

HAS ADOPTED THIS REGULATION:

Having regard to the Treaty establishing the European Community,

Article 1

Regulation (EC) No 417/2002 is amended as follows:

Having regard to Regulation (EC) No 417/2002 of the European Parliament and of the Council of 18 February 2002 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers⁽¹⁾, and in particular Article 11 thereof,

1. Article 3 is amended as follows:

Whereas:

(a) In point 2, the reference to 'Resolution MEPC 94(46) of 27 April 2001 which enters into force on 1 September 2002' is replaced by a reference to 'Resolution MEPC 111(50) of 4 December 2003 which enters into force on 4 April 2005'.

(1) Regulation (EC) No 417/2002 is based on the definitions and standards detailed in Annex I of the International Convention for the Prevention of Pollution from Ships (hereinafter 'the Marpol Convention').

(b) In point 7, the following sentence is added:

(2) On 4 December 2003, the Marine Environment Protection Committee (MEPC) of the International Maritime Organisation adopted a number of amendments to Annex I to the Marpol Convention. Those amendments will come into force on 5 April 2005.

'any Category 2 oil tanker shall be provided with segregated ballast tanks protectively located (SBT/PL)'.

(3) The references in Regulation (EC) No 417/2002 to Annex I to the Marpol Convention have to be updated in the light of those amendments.

(c) Point 10 is replaced by the following:

'10. "double-hull oil tanker" shall mean:

(4) The measures provided for in this Regulation are in accordance with the opinion of the Committee on Safe Seas and the Prevention of Pollution from Ships,

a) an oil tanker of 5 000 tonnes deadweight and above, meeting the double-hull or equivalent design requirements of Regulation 13F of Annex I of MARPOL 73/78 or fulfilling the requirements of Paragraph 1(c) of the revised Regulation 13G of Annex I of MARPOL 73/78; or

⁽¹⁾ OJ L 64, 7.3.2002, p.1. Regulation as last amended by Regulation (EC) No 1726/2003 (OJ L 249, 1.10.2003, p. 1).

- b) an oil tanker of 600 tonnes deadweight and above but less than 5 000 tonnes deadweight, fitted with double bottom tanks or spaces complying with the provisions of regulation 13F (7)(a) of Annex I of MARPOL 73/78, and wing tanks or spaces arranged in accordance with regulation 13F (3)(a) and complying with the requirement as to distance *w* as referred to in regulation 13F (7)(b) of Annex I of MARPOL 73/78;.
2. In Article 6, the reference to 'MEPC Resolution 94(46) of 27 April 2001' is replaced by a reference to 'MEPC Resolution 94(46) of 27 April 2001 as amended by MEPC Resolution

99(48) of 11 October 2002 and by MEPC Resolution 112(50) of 4 December 2003'.

3. In Article 11, the reference to 'Resolutions MEPC 94(46) and 95(46)' is replaced by a reference to 'Resolutions MEPC 111(50) and MEPC Resolution 94(46) as amended by MEPC Resolution 99(48) and MEPC Resolution 112(50)'.

Article 2

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 17 December 2004.

For the Commission
Jacques BARROT
Vice-President

I

(Acts whose publication is obligatory)

**REGULATION (EC) No 1726/2003 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 22 July 2003
amending Regulation (EC) No 417/2002 on the accelerated phasing-in of double-hull or equivalent
design requirements for single-hull oil tankers**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty establishing the European Community, and in particular Article 80(2) thereof,

Having regard to the proposal from the Commission ⁽¹⁾,

Having regard to the opinion of the European Economic and Social Committee ⁽²⁾,

Having consulted the Committee of the Regions,

Acting in accordance with the procedure laid down in Article 251 of the Treaty ⁽³⁾,

Whereas:

- (1) Regulation (EC) No 417/2002 ⁽⁴⁾ establishes an accelerated phasing-in scheme for the application of the double-hull or equivalent design requirements of the Marpol 73/78 Convention to single-hull oil tankers, to reduce the risk of accidental oil pollution in European waters.
- (2) The Commission and the Member States should make every effort to ensure that rules similar to those contained in this Regulation amending Regulation (EC) No 417/2002 can be established in 2003 at a worldwide level, through an amendment of the Marpol Convention. Both the Council and the Commission welcome the willingness of the International Maritime Organisation (IMO) to hold an additional meeting of the Marine Environment Protection Committee (MEPC) in December 2003 to facilitate an international solution regarding the accelerated phasing-out of single-hull oil tankers and the introduction, in the short term, of a ban on single-hull oil tankers carrying heavy grades of oil.
- (3) The Community is seriously concerned that the age limits for the operation of single-hull oil tankers in Regulation (EC) No 417/2002 are not sufficiently stringent. Particularly in the wake of the shipwreck of the

category 1 single-hull oil tanker 'Prestige' of the same age as 'Erika' (26 years) those age limits should be further lowered.

- (4) The communication from the Commission to the European Parliament and to the Council on the safety of the seaborne oil trade proposed age limits of 23, 28 and 25 to 30 years respectively for three categories of single-hull oil tankers, and the final end-dates of 2005, 2010 and 2015 respectively, for such tankers. The initial proposal from the Commission provided that the regulation should apply to oil tankers from 600 tonnes dead-weight and above. The limits eventually included in Regulation (EC) No 417/2002 were, following negotiations, less stringent on all accounts.
- (5) The communication from the Commission to the European Parliament and to the Council on improving safety at sea in response to the 'Prestige' incident stated that the Commission intended to propose a regulation prohibiting the transport of heavy fuel oil in single-hulled tankers bound for or leaving ports in the Member States.
- (6) The Council conclusions of 6 December 2002 invited the Commission to present as a matter of urgency a proposal concerning an accelerated phasing-out of single-hull tankers and incorporating the condition assessment scheme for tankers, regardless of the design, from the age of 15 years. The Council further agreed that heavy grades of oil should only be transported in double-hull oil tankers.
- (7) The accelerated phasing-out of single-hull vessels will lead to a significant increase in the number of vessels for scrapping, and an effort should be made to ensure that scrap vessels are processed in a way which is safe for human beings and the environment.
- (8) The condition assessment scheme is designed to detect structural weaknesses in ageing oil tankers and should therefore, from 2005, apply to all oil tankers above the age of 15 years.

⁽¹⁾ Not yet published in the Official Journal.

⁽²⁾ OJ C 133, 6.6.2003, p. 97.

⁽³⁾ Opinion of the European Parliament of 4 June 2003 (not yet published in the Official Journal) and Council Decision of 22 July 2003.

⁽⁴⁾ OJ L 64, 7.3.2002, p. 1. Regulation as amended by Regulation (EC) No 2099/2002 (OJ L 324, 29.11.2002, p. 1).

- (9) The European Parliament in its resolution on the Prestige oil tanker disaster off the coast of Galicia of 21 November 2002 called for stronger measures that can enter into force more rapidly, and stated that this new disaster has again underlined the need for effective action at international and EU level in order significantly to improve maritime safety.
- (10) The Commission should be given a mandate by the Council and the Member States to enable it to negotiate the adoption of the provisions of this Regulation in the IMO.
- (11) As the rapidly increasing volume of oil transported through the Baltic Sea poses a threat to the marine environment, especially during the winter season, oil tankers entering or leaving a port or an offshore terminal or anchoring in an area under the jurisdiction of a Member State in that region should have ice-strengthening of the ship's structure and propulsion machinery which meets the requirements of the administration of the Member State when the ice conditions require the use of an ice-strengthened vessel.
- (12) It is essential to persuade third countries, particularly candidate countries and countries which are neighbours of the EU, to undertake to stop the use of single-hull oil tankers.
- (13) Freight or container ships often contain heavy fuel oil (HFO) as engine fuel in their bunkers, the quantity of which may considerably exceed the cargoes of smaller oil tankers. The Commission should submit a proposal to the European Parliament and the Council as soon as possible in order to ensure that for new ships bunker oil for engine fuel purposes is also stored in safe, double-walled tanks.
- (14) European shipyards have the necessary know-how to build double-hulled tankers. The Commission and the Member States should accordingly strive to ensure, by means of the appropriate instruments and programmes, that the increased demand for safe double-hulled tankers resulting from this Regulation has a positive impact on the Community's shipbuilding industry.
- (15) Regulation (EC) No 417/2002 should be amended accordingly,

HAVE ADOPTED THIS REGULATION:

Article 1

Regulation (EC) No 417/2002 is hereby amended as follows:

1. In Article 1, the following shall be added:

' , and to ban the transport to or from ports of the Member States of heavy grades of oil in single-hull oil tankers.'

2. In Article 2, paragraph 1 shall be replaced by the following:

'1. This Regulation shall apply to oil tankers of 5 000 tonnes deadweight and above:

— entering or leaving a port or offshore terminal or anchoring in an area under the jurisdiction of a Member State, irrespective of their flag, or

— flying the flag of a Member State.

For the purpose of Article 4(3), this Regulation shall apply to oil tankers of 600 tonnes deadweight and above.'

3. Article 3 shall be amended as follows:

(a) point 10 shall be replaced by the following:

'10. "double-hull oil tanker" shall mean an oil tanker meeting the double-hull or equivalent design requirements of Regulation 13F of Annex I to Marpol 73/78. An oil tanker meeting the provisions of paragraph 1(c) of revised Regulation 13G of Annex I to Marpol 73/78 is also considered to be a double-hull oil tanker.'

(b) the following point shall be added:

'14. "heavy grades of oil" shall mean:

(a) crude oils with a density at 15 °C of over 900 kg/m³ (*);

(b) fuel oils with a density at 15 °C of over 900 kg/m³ or a kinematic viscosity at 50 °C of over 180 mm²/s (**);

(c) bitumen and tar and emulsions thereof;

(*) Corresponding to an API grade of less than 25,7.

(**) Corresponding to a kinematic viscosity of over 180 cSt.'

4. Article 4 shall be amended as follows:

(a) in paragraph 1, points (a) and (b) shall be replaced by the following:

'(a) for category 1 oil tankers:

- 2003 for ships delivered in 1980 or earlier,
- 2004 for ships delivered in 1981,
- 2005 for ships delivered in 1982 or later;

(b) for category 2 and 3 oil tankers:

- 2003 for ships delivered in 1975 or earlier,
- 2004 for ships delivered in 1976,

- 2005 for ships delivered in 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 or later;'

(b) point (c) shall be deleted;

(c) the following paragraph shall be inserted:

'2. Notwithstanding paragraph 1, oil tankers of category 2 or 3 which are equipped only with double bottoms or double sides not used for the transport of oil and extending for the whole length of the cargo tank, or with double-hulled spaces not used for the transport of oil and extending for the whole length of the cargo tank, but which do not meet the conditions for exemption from the provisions of paragraph 1(c) of revised Regulation 13G of Annex I to Marpol 73/78, may continue to be operated after the date referred to in paragraph 1, but not beyond the anniversary of the date of delivery of the ship in the year 2015 or the date on which the ship reaches the age of 25 years from its date of delivery, whichever is the sooner.'

(d) the current paragraph 2 shall be replaced by the following:

'3. No oil tanker carrying heavy grades of oil, irrespective of its flag, shall be allowed to enter or leave ports or offshore terminals or to anchor in areas under the jurisdiction of a Member State, unless such tanker is a double-hull oil tanker.'

(e) the following paragraphs shall be added:

'4. Oil tankers operated exclusively in ports and inland navigation may be exempted from the obligation under paragraph 3 provided that they are duly certified under inland waterway legislation.

5. Oil tankers with a deadweight of less than 5 000 tonnes must comply with the provisions of paragraph 3 no later than the anniversary of the date of delivery of the ship in the year 2008.

6. Until 21 October 2005 a Member State may, in cases where ice conditions require the use of an ice-strengthened vessel, allow ice-strengthened single-hull oil tankers, equipped with double bottoms not used for the transport of oil and extending over the entire length of the cargo tank, carrying heavy grades of oil, to enter

or leave a port or offshore terminal or anchor in an area under the jurisdiction of that Member State, provided that the heavy grades of oil are transported only in the vessel's central tanks.'

5. Article 5 shall be replaced by the following:

'Article 5

Compliance with the condition assessment scheme for Category 2 and 3 ships

Irrespective of its flag, a single-hull oil tanker above 15 years of age shall 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 of the date of delivery of the ship, in 2005 for category 2 and category 3 ships, unless it complies with the condition assessment scheme referred to in Article 6.'

6. Article 6 shall be replaced by the following:

'Article 6

Condition assessment scheme

For the purposes of Article 5, the condition assessment scheme adopted by MEPC Resolution 94 (46) of 27 April 2001, as amended, shall apply.'

7. In Article 8, the introductory phrase to paragraph 1 shall be replaced by the following:

'1. By way of derogation from Articles 4, 5 and 7, the competent authority of a Member State may, subject to national provisions, allow, under exceptional circumstances, an individual ship to enter or leave a port or offshore terminal or anchor in an area under the jurisdiction of that Member State, when.'

Article 2

The Presidency of the Council, acting on behalf of the Member States, and the Commission shall jointly inform the IMO of the adoption of this Regulation, whereby reference shall be made to Article 211(3) of the United Nations Convention on the Law of the Sea.

Article 3

This Regulation shall enter into force on the 20th day following that of its publication in the *Official Journal of the European Union*.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 22 July 2003.

For the European Parliament
The President
P. COX

For the Council
The President
G. ALEMANN
