

Subject

Implementation of the revised Regulation 13G and new Regulation 13H of MARPOL Annex I (Hong Kong and Singapore)

# **ClassNK**

## **Technical Information**

No. TEC-0626  
Date 15 April 2005

To whom it may concern

1. This is information on the policies of implementation of the revised Regulation 13G and the new 13H of MARPOL Annex I of Hong Kong Government and Singapore Government.
2. Under the revised Regulation 13G and the new 13H, a flag State may grant operational life extension to its registered single hull tankers beyond the phasing-out date. However, a port State is entitled to deny entry into the ports or offshore terminals under its jurisdiction water of the oil tanker, which is granted with operational life extension by a flag State. Class NK would draw your attention of Hong Kong Government's and Singapore Government's policies, as port State, for "foreign" tankers to enter into Hong Kong and Singapore waters.

### (1) HONG KONG, CHINA

The "Hong Kong Merchant Shipping Information Note No.11/2005" has been issued on their public website to inform the policies to the implementation of the revised Regulation 13G and the new 13H.

According to the Information Note, Hong Kong denies entry into its waters of "foreign" oil tankers as follows:

- tankers of 5,000DWT and above fitted with either double bottom or double side carrying oil cargo except HGO (heavy grade oil) from anniversary date in 2015 (regulation 13G(5)),
- single hull tankers of 5,000DWT and above carrying oil cargo except HGO from anniversary date in 2015 or 20 years of age, whichever is earlier (regulation 13G(7)),
- tankers of 5,000DWT and above fitted with either double bottom or double side carrying HGO as cargo from 5 April 2005 (regulation 13H(5)),
- single hull tankers of 5,000DWT and above carrying crude oil higher than 900 kg/m<sup>3</sup> but lower than 945 kg/m<sup>3</sup> from 5 April 2005 (regulation 13H(6)(a)), and
- single hull tankers of 600DWT and above but less than 5,000DWT carrying HGO as cargo from anniversary date in 2008 (regulation 13H(6)(b)).

Please see the "Hong Kong Merchant Shipping Information Note No.11/2005", which is available from their web-site. This Information Note also contains the policies of implementing the revised Regulation 13G and the new 13H for Hong Kong registered oil tankers.

<<http://www.mardep.gov.hk/en/msnote/msin.html>>

(To be continued)

#### NOTES:

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(2) SINGAPORE

- (i) The “Shipping Circular No.25/2004” has been issued on their public website to inform the Singapore Maritime and Port Authority (MPA) approaches to the revised Regulation 13G and the new 13H.

According to the Shipping Circular, Singapore allow entry into its waters of the “foreign” oil tankers granted with operational life extension until final cut-off date specified in the revised Regulation 13G and the new 13H.

Please see the “Shipping Circular No.25/2004”, which is available from their web-site. This Shipping Circular also contains the regulations for Singapore registered oil tankers. <[http://www.mpa.gov.sg/circulars and notices/shipping circulars/sp circulars.htm](http://www.mpa.gov.sg/circulars_and_notices/shipping_circulars/sp_circulars.htm)>

- (ii) The Singapore Maritime and Port Authority (MPA) has issued the Port Marine Circular No.9/2005 to specify the pre-arrival declaration on their public website. According to the Port Marine Circular, effective 4 April 2005, single hull oil tankers of 5,000DWT and above intending to call at Singapore must submit a declaration to the Port Master at least 24 hours in advance of arrival.

Please see the “Port Marine Circular No. 9”, which is available from their web-site.

<[http://www.mpa.gov.sg/circulars\\_and\\_notices/portmarine\\_circulars/pm\\_circulars.htm](http://www.mpa.gov.sg/circulars_and_notices/portmarine_circulars/pm_circulars.htm)>

- (iii) Further, it was confirmed by the meeting with MPA’s that Singapore will require foreign oil tankers calling at Singapore to show the amended Form B of IOPP Certificate as evidence of compliance or non-compliance with the revised Regulation 13G and the new 13H with effect from 5 April 2005. Class NK wishes to advise ship owners to replace the current Form B of IOPP certificate on board with the amended Form B before ship enters into Singapore port.

For any questions and necessary action in an urgent case, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

Singapore Site

Tel.: +65-62223133 / Fax: +65-62255942

E-mail: [sp@classnk.or.jp](mailto:sp@classnk.or.jp)

3. ClassNK would draw your attention of information on IOPP certificates of Hong Kong registered oil tankers and Singapore registered oil tankers.

(1) HONG KONG, CHINA

According to the information from Hong Kong Marine Department, Hong Kong urge to replace the current IOPP Certificate with the amended Form B of IOPP Certificate by the next annual survey with a view to avoiding PSC problems for Hong Kong registered oil tankers. ClassNK is preparing the amended Form B of IOPP Certificate of Hong Kong registered oil tankers to issue it to ship owners at the middle of April 2005.

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(2) SINGAPORE

It was informed by the meeting with MPA that Singapore requires to replace the amended Form B of IOPP Certificate to Singapore registered oil tankers by 5 April 2005. ClassNK has re-issued the amended Form B of IOPP Certificate of Singapore registered oil tankers and has recently sent it to ship owners.

With regard to oil tankers of flags other than Hong Kong and Singapore, ClassNK replaces the amended Form B at the first IOPP periodical survey after 5 April 2005 in accordance with IMO Unified Interpretation.

For any questions about the re-issue of the revised Form B of IOPP certificates, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

Classification Department, Information Center, Head Office

Tel.: +81-43-294-5784 / Fax: +81-43-294-5660

E-mail: [cld@classnk.or.jp](mailto:cld@classnk.or.jp)

4. Each Administration's policies of implementing the revised Regulation 13G and the new 13H including the policies as port State would be circulated by IMO MEPC Circular, which would be available on IMO website <<http://www.imo.org/home.asp>> or Administration website. It is recommended to pay attention to those information.

For any questions about the above, please contact:

NIPPON KAIJI KYOKAI (ClassNK)

External Affairs Division, Administration Center, Head Office

Address: 4-7 Kioi-cho, Chiyoda-ku, Tokyo 102-8567, Japan

Tel.: +81-3-5226-2038

Fax: +81-3-5226-2039

E-mail: [xad@classnk.or.jp](mailto:xad@classnk.or.jp)