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PREVENTION OF POLLUTION OF THE SEA ACT (CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA (OIL) (AMENDMENT) REGULATIONS 2005

In exercise of the powers conferred by sections 7(4), 12 and 34 of the Prevention of Pollution of the Sea Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2005 and shall come into operation on 5th April 2005.

Amendment of regulation 6

2. Regulation 6(1) of the Prevention of Pollution of the Sea (Oil) Regulations (Rg 1) is amended by inserting, immediately after “13G,”, “13H,”.

Amendment of First Schedule

3. The First Schedule to the Prevention of Pollution of the Sea (Oil) Regulations is amended —

(a) by deleting regulation 13G and substituting the following regulations:

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Regulation 13G

Prevention of Accidental Oil Pollution — Measures for Existing Oil Tankers

(1) Unless expressly provided otherwise 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 sub-paragraph (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 at centreline 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.

¹ Refer to the American Society for Testing and Material’s Standard Test Method (Designation D86).

- (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.

² Refer to the American Society for Testing and Material’s Specification for Number Four Fuel Oil (Designation D396) or heavier.

(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 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; and
- (c) “Category 3 oil tanker” means an oil tanker of 5,000 tons deadweight and above but less than that specified in sub-paragraph (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 5th April 2005 or the anniversary of the date of delivery of the ship on the date or in the year specified in the following table:

<i>Category of oil tanker</i>	<i>Date or Year</i>
Category 1	5th April 2005 for ships delivered on 5th April 1982 or earlier 2005 for ships delivered after 5th April 1982
Category 2 and 3	5th April 2005 for ships delivered on 5th April 1977 or earlier 2005 for ships delivered after 5th April 1977 but before 1st 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 or later

(5) Notwithstanding the provisions of paragraph (4) of this regulation, 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 fulfill 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:

- (a) the ship was in service on 1st July 2001;
- (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
- (c) the conditions of the ship specified above remain unchanged; and
- (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(6) A Category 2 or 3 oil tanker of 15 years and over after the date of its delivery shall comply 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.

(7) The Administration may allow continued operation of a Category 2 or 3 oil tanker beyond the date specified in paragraph (4) of this regulation, if satisfactory results of the Condition Assessment Scheme warrant that, in the opinion of the Administration, the ship is fit to continue such operation, provided that the operation shall not go beyond the anniversary of the date of delivery of the ship in 2015 or the date on which the ship reaches 25 years after the date of its delivery, whichever is the earlier date.

(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 into the ports or offshore terminals under its jurisdiction of oil tankers operating in accordance with the provisions of:

(i) paragraph (5) of this regulation beyond the anniversary of the date of delivery of the ship in 2015; or

(ii) paragraph (7) of this regulation.

In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

Regulation 13H

Prevention of Oil Pollution from Oil Tankers Carrying Heavy Grade Oil as Cargo

(1) This regulation shall:

(a) apply to oil tankers of 600 tons deadweight and above carrying heavy grade oil as cargo regardless of the date of delivery; and

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- (b) not apply to oil tankers covered by sub-paragraph (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 at centerline shall comply with regulation 13E(4)(b) of this Annex.
- (2) For the purpose of this regulation “heavy grade oil” means any of the following:
- (a) crude oils having a density at 15°C higher than 900 kg/m³;
 - (b) fuel oils having either a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s;
 - (c) bitumen, tar and their emulsions.
- (3) An oil tanker to which this regulation applies shall comply with the provisions of paragraphs (4) to (8) of this regulation in addition to complying with the applicable provisions of regulation 13G.
- (4) Subject to the provisions of paragraphs (5), (6) and (7) of this regulation, an oil tanker to which this regulation applies shall:
- (a) if 5,000 tons deadweight and above, comply with the requirements of regulation 13F of this Annex not later than 5th April 2005; or
 - (b) if 600 tons deadweight and above but less than 5,000 tons deadweight, be fitted with both double bottom tanks or spaces complying with the provisions of regulation 13F(7)(a) of this Annex, and wing tanks or spaces arranged in accordance with regulation 13F(3)(a) and complying with the requirement for distance *w* as referred to in regulation 13F(7)(b), not later

than the anniversary of the date of delivery of the ship in the year 2008.

(5) In the case of an oil tanker of 5,000 tons deadweight and above, carrying heavy grade oil as cargo 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)(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:

- (a) the ship was in service on 4th December 2003;
- (b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;
- (c) the conditions of the ship specified above remain unchanged; and
- (d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(6) (a) The Administration may allow continued operation of an oil tanker of 5,000 tons deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph (4)(a) of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 13G(6) warrant that, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship and provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(b) The Administration may allow continued operation of an oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo,

beyond the date specified in paragraph (4)(b) of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

(7) The Administration of a Party to the present Convention may exempt an oil tanker of 600 tons deadweight and above carrying heavy grade oil as cargo from the provisions of this regulation if the oil tanker:

- (a) either is engaged in voyages exclusively within an area under its jurisdiction, or operates as a floating storage unit of heavy grade oil located within an area under its jurisdiction; or
- (b) either is engaged in voyages exclusively within an area under the jurisdiction of another Party, or operates as a floating storage unit of heavy grade oil located within an area under the jurisdiction of another Party, provided that the Party within whose jurisdiction the oil tanker will be operating agrees to the operation of the oil tanker within an area under its jurisdiction.

(8) (a) The Administration of a Party to the present Convention which allows, suspends, withdraws or declines the application of paragraph (5), (6) or (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) Subject to the provisions of international law, a Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph (5) or (6) of this regulation into the ports or offshore terminals under its jurisdiction, or deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction, except when this is necessary for the purpose of securing the safety of a ship or saving

life at sea. In such cases, that Party shall communicate to the Organization for circulation to the Parties to the present Convention particulars thereof for their information.

”;

(b) by deleting paragraph 5.8.4 in Form B (Supplement to International Oil Pollution Prevention Certificate) in Appendix II and substituting the following paragraph:

- “ 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 allowed to continue operation in accordance with regulation 13G(5) until
.....
 - .4 is allowed to continue operation in accordance with regulation 13G(7) until
.....

”; and

(c) by inserting, immediately after paragraph 5.8.5 in Form B (Supplement to International Oil Pollution Prevention Certificate) in Appendix II, the following paragraphs:

- “ 5.8.6 The ship is subject to regulation 13H and:
- .1 is required to comply with regulation 13H(4) not later than
 - .2 is allowed to continue operation in accordance with regulation 13H(5) until
 - .3 is allowed to continue operation in accordance with regulation 13H(6)(a) until
 - .4 is allowed to continue operation in accordance with regulation 13H(6)(b) until
 - .5 is exempted from the provisions of regulation 13H in accordance with regulation 13H(7)(b)

5.8.7 The ship is not subject to regulation 13H ”.

[G.N. No. S 420/2002]

Made this 25th day of February 2005.

PETER ONG
*Chairman,
Maritime and Port Authority of
Singapore.*

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