
First published in the *Government Gazette*, Electronic Edition, on 4th March 2005 at 5:00 pm.

No. S 108

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:

“

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