

TANKER OPERATOR - 2nd Annual London Conference

February 3, 2004

# *Single Hull Oil Tankers*

the European Union proposal  
to amend MARPOL Annex I  
(13G and 13H)

*What are the aims of the EU proposal?*

*TO PROMOTE*

***“A SAFE, FAIR, AND LEVEL PLAYING  
FIELD FOR OIL TANKER SAFETY AT  
WORLD LEVEL”***

*adapted to the requirements for the  
seaborne transport of oil in the 21st century*

*The importance of the oil  
tanker sector to the EU?*

## **A sector of vital importance...**

- Oil tankers carry over 90% of all the oil trade between the EU and the rest of the world
- There are strategic implications about the control of the tanker fleet.

## Embarked on a sustainable transformation

- Cost-efficient, high productivity sector in terms of tons-miles performed per dwt
- Significant turnover and added value created through a large cluster
- Constant progress in preventing accidents and reducing operational pollution
- Increasing corporate social responsibility
- A growing business

***Is this sector “problem-free” ?***

(=is the safety chain system “spotless” ?)

(=is there any need for more regulation ?)

# The Prestige accident

Another major environmental catastrophe in EU coastal waters

- An **old-single hull** tanker
- Carrying a large amount of **very dirty oil**
- Affected by a serious risk of **structural failure**
- In a long haul trip in **bad weather conditions**

# The reaction:

Serious safety shortcomings perceived in the oil tanker sector:

- EU Ministers, Heads of State, Parliaments, Commission, national authorities, media, etc
- Social alarm about the urgent necessity of new regulation to prevent the risk of further accidents

# Double hull measures proposed by the EU

- Heavy oils in Double-Hull tankers only
- Accelerated phase out of single-hull tankers  
(end dates aligned to OPA-90)
- Extended structural checks of ageing single  
hulls

## EU regulation adopted in advance of the IMO agreement

- Delay of existing IMO procedures considered too long (adoption of « urgent » measures may take years)
- Doubts about the feasibility and effectiveness of voluntary agreements
- “Risky” old tankers loaded with high polluting oils continuously reported

# IMO/MEPC decision of Dec. 2003: a good, global compromise agreement

- Contains options to prevent possible crude oil supply problems in some world regions;
- Takes account of the situation of recently built tankers and of DB / DS;
- Foresees exemptions in respect of possible problems in domestic trades
- Strengthens the condition assessment scheme (in conjunction with ESP)

- IMO is the appropriate forum to agree upon world-wide solutions
- Discussions and decision at the right time
- MARPOL parties invited to ensure the effective and early implementation of the new safety measures

*Looking forward: what's next ?*

# Oil tankers safety chain

- Tanker operators
- Oil traders
- Class
- Flag States
- Coastal States
- Port State Control
- Human Factor
- Insurers / Liability
- Naval Architecture
- Regulators

***« Zero Tolerance » warning !***

# *Double-hull or equivalent design structures*

- Corrosion
- Fatigue
- Maintenance
- Coatings
- Survivability and Salvage
- Surveys' techniques
- Inspection methods
- Innovative designs

**Technological developments required**

« Safety, transparency and quality in tanker operations »

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