

საქართველოს
ეკონომიკისა და მდგრადი
განვითარების სამინისტრო
საზღვაო ტრანსპორტის
სააგენტო



MINISTRY OF ECONOMY
AND SUSTAINABLE
DEVELOPMENT OF GEORGIA
MARITIME TRANSPORT
AGENCY

№ Circ. No. 003/MSD001

„ 18 “ March 2013წ.

To: Whom it may concern

Subject: Limitation of entry into Georgian ports of phased out single hull tankers and oil tankers loaded with Heavy Grade Oil

Dear Sirs,

Maritime transport Agency of the Ministry of Economy and Sustainable Development of Georgia would like to inform the following:

1. Limitation of phased out single hull tankers entry into Georgian ports

As you are aware a revised regulation 13G of MARPOL Annex I which defined the schedule for the phasing out of single-hull oil tankers and the New regulation 13H of MARPOL Annex I banning the carriage of heavy grade oil in single-hull oil tankers entered into force on April 5, 2005.

The double hull requirements for oil tankers were principally designed to reduce the risk of oil spills from tankers involved in low energy collisions or groundings.

Under the revised phase-out schedule, “Category 1 oil tankers” were banned to trade since 5 April 2005, (for ships delivered on or before 5 April 1982 or earlier) or after their anniversary date in 2005 (for ships delivered after April 5, 1982). “Category 2 oil tankers have been phased out according to their age up to 2010. The year 2010 was also a final cut off date for “Category 3 oil tankers” which are generally smaller oil tankers.

As per regulation 13G of MARPOL Annex I “Category 1 oil tankers”, (commonly known as Pre-MARPOL tankers) 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 Marpol Annex I.

“Category 2 oil tanker” (commonly known as MARPOL tankers) 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 Marpol Annex I.

“Category 3 oil tanker” means an oil tanker of 5,000 tons deadweight and above but less than the tonnage specified for Category 1 and 2 tankers.

The regulation 13G allows the Administration (flag State) to permit continued operation of Category 2 or 3 tankers beyond their phase-out date in accordance with the schedule subject to satisfactory results from the CAS, but the continued operation must 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 of age after the date of its delivery, whichever is earlier.

Based on the requirement of MARPOL annex I, regulation 13G the Maritime Transport Agency of Georgia does not allow entering into Georgian port the single hull Tankers of 5,000 DWT and above which are phased out according to Phase out schedule as mentioned in the regulation 13 G, except the cases when the entry purpose is the safety of human life.

Phase-out schedule as per regulation 13G (4):

Category of oil tanker	Date or year for phase-out
Category 1	April 5, 2005 for ships delivered on April 5, 1982 or earlier Anniversary date in 2005 for ships delivered after April 5, 1982
Category 2 Category 3	April 5, 2005 for ships delivered on April 5, 1977 or earlier Anniversary date in 2005 for ships delivered after April 5, 1977 but before 1 January 1978 Anniversary date in 2006 for ships delivered in 1978 and 1979 Anniversary date in 2007 for ships delivered in 1980 and 1981 Anniversary date in 2008 for ships delivered in 1982 Anniversary date in 2009 for ships delivered in 1983 Anniversary date in 2010 for ships delivered in 1984 or later

2. Limitation of entry into Georgian ports an oil tankers loaded with Heavy Grade Oil

Regulation 13H of MARPOL Annex I on the prevention of oil pollution from oil tankers when carrying heavy grade oil (HGO) bans the carriage of HGO in single-hull tankers of 5,000 tons deadweight (DWT) and above from 5 April 2005, and in single-hull oil tankers of 600 DWT and above but less than 5,000 tons DWT, not later than the anniversary of their delivery date in 2008.

Based on the above regulation the Maritime Transport Agency of Georgia does not allow entering into Georgian ports the single hull tankers of 600 DWT and above which are loaded with Heavy Grade Oil, except the cases when the entry purpose is the safety of human life.

Under regulation 13H Heavy Grade Oil means any of the following:

- crude oils having a density at 15°C higher than 900 kg/m³;
- 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;
- Bitumen, tar and their emulsions.

This requirement does not apply to bunker vessels which carry the Fuel Oil as a cargo and are engaged in voyages within the limits of the area under the jurisdiction of Georgia.

3. The present Circular letter repeals the Circular letter No-21/28.12.09 issued by the United Transport Administration Maritime Transport Department of Ministry of Regional Development and Infrastructure of Georgia on 28.12.2009.

First Deputy Director/Acting Director of the Agency



Vakhtang Mikelaishvili