

საქართველოს  
ეკონომიკისა და მდგრადი  
განვითარების სამინისტრო



MINISTRY OF ECONOMY  
AND SUSTAINABLE  
DEVELOPMENT OF GEORGIA

სსიპ საზღვაო ტრანსპორტის  
სააგენტო

LEPL MARITIME TRANSPORT  
AGENCY



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3/CIRC/MSD

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TO: Harbor Masters, Recognized Organizations, Ship Owners,  
Operators, and Managers

**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**

**This circular letter withdraws the letter No 003/MSD 001 Issued by Maritime Transport Agency of Georgia on 18.03.2013**

**Limitation of phased out single hull tankers entry into Georgian ports**

In 1992 MARPOL was amended to make it mandatory for tankers of 5,000 dwt and more ordered after 6 July 1993 to be fitted with double hulls, or an alternative design approved by IMO (Regulation 13F (regulation 19 in the revised Annex I which entered into force on 1 January 2007) in Annex I of MARPOL 73/78).

The requirement for double hulls that applies to new tankers has also been applied to existing ships under a programme that began in 1995 (Regulation 13G (regulation 20 in the revised Annex I which entered into force on 1 January 2007) in Annex I of MARPOL 73/78). All tankers have to be converted (or taken out of service) when they reached a certain age (up to 30 years old).

In December 2003, further revisions to 13G (regulation 20 in the revised Annex I which entered into force on 1 January 2007) were made, accelerating further the phase-out schedule. These amendments entered into force on 5 April 2005. A new Regulation on the prevention of oil pollution from oil tankers when carrying heavy grade oil (HGO) banned the carriage of HGO in single-hull tankers of 5,000 tons dwt and above after the date of entry into force of the regulation (5 April 2005), and in single-hull oil tankers of 600 tons dwt and above but less than 5,000 tons dwt, not later than the anniversary of their delivery date in 2008.

Under the revised regulation 13G (regulation 20 in the revised Annex I which entered into force on 1 January 2007) of Annex I of MARPOL, the final phasing-out date for Category 1 tankers (pre-MARPOL tankers) was 2005. The final phasing-out date for category 2 and 3 tankers (MARPOL tankers and smaller tankers) was brought forward to 2010, from 2015.

The full timetable for the phasing out of single-hull tankers is as follows:

Category of oil tanker	Date or year
<b>Category 1</b> - oil tankers 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 other oils, which do not comply with the requirements for protectively located segregated ballast tanks (commonly known as Pre-MARPOL tankers)	5 April 2005 for ships delivered on 5 April 1982 or earlier Anniversary date in 2005 for ships delivered after 5 April 1982
<b>Category 2</b> - oil tankers 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 other oils, which do comply with the protectively located segregated ballast tank requirements (MARPOL tankers)	5 April 2005 for ships delivered on 5 April 1977 or earlier Anniversary date in 2005 for ships delivered after 5 April 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
<b>Category 3</b> - oil tankers of 5,000 tons deadweight and above but less than the tonnage specified for Category 1 and 2 tankers	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

**Based on above mentioned regulations of MARPOL Annex I, 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 except the cases when the entry purpose is the safety of human life.**

#### **Condition Assessment Scheme (CAS)**

Under the revised regulation, the Condition Assessment Scheme (CAS) is applicable to **all single-hull tankers of 15 years, or older.**

In accordance with The revised regulation **Maritime Transport Agency of Georgia** permits continued operation of category 2 or 3 tankers beyond 2010 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.

In the case of certain Category 2 or 3 oil tankers 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, not meeting the minimum distance protection requirements, which are not used for the carriage of oil and extend to the entire cargo tank length, **Maritime Transport Agency of Georgia** allows continued operation beyond 2010, provided that the ship was in service on 1 July 2001, the Administration is satisfied by verification of the official records that the ship complied with the conditions specified and that those conditions remain unchanged. Such continued operation must not go beyond the date on which the ship reaches 25 years of age after the date of its delivery.

#### **Carriage of heavy grade oil**

A MARPOL regulation 13G (regulation 21 in the revised Annex I which entered into force on 1 January 2007) 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 dwt and above after the date of entry into force of the regulation (5 April 2005), and in single-hull oil tankers of 600 tons dwt and above but less than 5,000 tons dwt, not later than the anniversary of their delivery date in 2008.

Under the new regulation, HGO means any of the following:

- a) crude oils having a density at 15°C higher than 900 kg/m<sup>3</sup>;  
fuel oils having either a density at 15°C higher than 900 kg/ m<sup>3</sup> or a kinematic viscosity at 50°C higher than 180 mm<sup>2</sup>/s;
- b)  
(The reference to "fuel oils" was amended in 2006 to read: "oils, other than crude oils,". This amendment enters into force on 1 August 2007)
- c) bitumen, tar and their emulsions.

In the case of certain Category 2 or 3 tankers carrying heavy grade oil as cargo, fitted only with double bottoms or double sides, not used for the carriage of oil and extending to the entire cargo tank length, or double hull spaces not meeting the minimum distance protection requirements which are not used for the carriage of oil and extend to the entire cargo tank length, the **Maritime Transport Agency of Georgia** allows continued operation of such ships beyond 5 April 2005 until the date on which the ship reaches 25 years of age after the date of its delivery.

Regulation 13G (regulation 21 in the revised Annex I which entered into force on 1 January 2007) also allows for continued operation of oil tankers of 5,000 tons dwt and above, carrying crude oil with a density at 15°C higher than 900 kg/ m<sup>3</sup> but lower than 945 kg/ m<sup>3</sup>, if satisfactory results of the Condition Assessment Scheme warrant that, 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 continued operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.

The 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

Director of Maritime Transport Agency of Georgia



Capt. Mamuka Akhaladze