

April 4, 2005

**MR'S ADVISORY TO SHIPPING No. A-07-2005**

**TO : All Steamship Agents, Owners, and Operators**

**SUBJECT: Implementation of Amendments to Regulation 13G and 13H of Annex I of the MARPOL Convention**

1. The Panama Canal Authority adopted, as part of its regulations, the MARPOL Convention and any subsequent amendments to this convention approved at the International Maritime Organization (IMO). In December 2003, the Marine Environment Protection Committee (MEPC) of the IMO agreed on further amendments to MARPOL Annex I Regulation 13G and a new Regulation 13H, which come into force 5 April 2005.
2. The latest amendments to Regulation 13G, which prescribe an accelerated phase-out schedule for single hull tankers, provide for the phasing out of Category 1 tankers by 2005, and Category 2 and 3 tankers by 2010. There is a provision within Regulation 13G whereby Administrations may allow for continued trading until 2015, or 25 years of age, to Category 2 and 3 single hull tankers that also comply with the Condition Assessment Scheme (CAS). However, this regulation makes it clear that port and coastal states can deny entry into their waters to vessels operating under such conditions. The revised Regulation 13G brings forward the phase-out schedule that was originally established in 1992, and revised in 2001, for existing single-hull tankers, and states in part that single hull tankers should be phased out or converted into "double hull" by the dates set out in the revised regulation schedule.
3. Amendments to Regulation 13H further restrict the carriage of oils by banning the carriage of heavy grades of oil in single hull tankers beginning April 2005 for vessels of 5,000 deadweight tonnage and above, and from 2008 for vessels between 600 and 5,000 dwt. This regulation allows Administrations to exempt certain vessels from complying, providing they are exclusively engaged in domestic trade or trade in areas that have agreed to such an exemption. However, this regulation also makes it clear that port or coastal states can deny entry to vessels operating under such conditions.
4. The ACP, conscious of its responsibility to safeguard its waters and the threat these vessels may pose to the environment, has determined that, in compliance with the above-referenced amendments to MARPOL, vessels restricted by these amendments, if presented for transit on or after 5 April 2005, will be evaluated on a case-by-case basis. If approved for transit, these vessels will be assigned, at the vessel's expense, any additional resources as deemed necessary to guarantee a safe transit.

**ORIGINAL SIGNED**

Jorge L. Quijano  
Director, Maritime Operations Department

