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5 April 2005

**IMPLEMENTATION OF THE REVISED REGULATION 13G
AND REGULATION 13H OF MARPOL ANNEX I**

**Communication received from the Administration of the
People's Republic of China**

A communication has been received from the Administration of the People's Republic of China, concerning the application of relevant provisions under MARPOL Annex I revised regulation 13G(5), (7) and (8) and new regulation 13H(5), (6) and (8).

In accordance with the provisions of the revised regulation 13G(8)(a) and (b) and regulation 13H(8)(a) and (b) of MARPOL Annex I, the above-mentioned communication, annexed hereto, is circulated to the Parties to the Convention for their information and appropriate action, if any.

ANNEX

中华人民共和国交通部

THE MINISTRY OF COMMUNICATIONS OF THE PEOPLE'S REPUBLIC OF CHINA
中国·北京建国门内大街11号 11 Jianguomennei Ave. Beijing, China
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3 April 2005

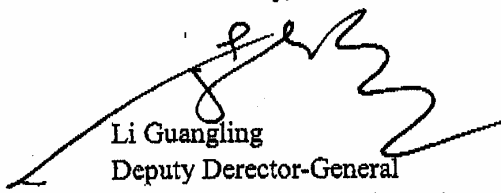
To: Mr. J.C.Sainlos
Director
Marine Environmental Protection Division
International Maritime Organization
4 Albert Embankment
London SE1 7SR
UK

Dear Mr. J.C.Sainlos,

In accordance with the provisions of revised Regulation 13G and new Regulation 13H of Annex I of MARPOL73/78 which were adopted by Resolution MEPC.111(50) at MEPC 50 on Dec. 4, 2003, I would like to inform the Organization of the policies, details as attached to this letter, adopted by the Chinese Maritime Administration in implementing the new amendments when they come into force on 5 April, 2005.

Best regards.

Yours sincerely,



Li Guangling
Deputy Director-General
Department of International Cooperation
Ministry of Communications
P.R.China

Details of the policies for implementing revised Regulation 13G and new Regulation 13H of Annex I of MARPOL 73/78 by China

Reg. Number	Contents of the Regulation	Implementation policies of China
Reg. 13G (5)	<p>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:</p> <p>(a) the ship was in service on 1 July 2001;</p> <p>(b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;</p> <p>(c) the conditions of the ship specified above remain unchanged; and</p> <p>(d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.</p>	<p>Chinese registered ships covered by this Paragraph are allowed to continue operation beyond the date specified in paragraph (4) of Regulation 13G, provided that such 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.</p>
Reg. 13G (7)	<p>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.</p>	<p>Chinese registered ships covered by this Paragraph are not allowed to continue operation beyond the date specified in paragraph (4) of Regulation 13G.</p>
Reg. 13G (8) (b)	<p>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 :</p> <p>(i) paragraph (5) of this regulation beyond the anniversary of the date of delivery of the ship in 2015; or</p> <p>(ii) paragraph (7) of this regulation.</p>	<p>Foreign registered oil tankers operating in accordance with the following provisions are denied to enter into the Chinese ports or offshore terminals:</p> <p>(i) paragraph (5) of Regulation 13G beyond the anniversary of the date of delivery of the ship in 2015; or</p> <p>(ii) paragraph (7) of Regulation 13G.</p>

**Details of the policies for implementing revised Regulation 13G and new Regulation 13H of Annex I of MARPOL 73/78 by China
(continued)**

Reg. Number	Contents of the Regulation	Implementation policies of China
Reg. 13H (5)	<p>In the case of an oil tanker of 5,000 tons deadweight and above, carrying heavy grade oil as cargo 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 fulfil conditions for being exempted from the provisions of paragraph (1)(b) 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:</p> <p>(a) the ship was in service on 4 December 2003;</p> <p>(b) the Administration is satisfied by verification of the official records that the ship complied with the conditions specified above;</p> <p>(c) the conditions of the ship specified above remain unchanged; and</p> <p>(d) such continued operation does not go beyond the date on which the ship reaches 25 years after the date of its delivery.</p>	<p>Chinese registered ships covered by this Paragraph are allowed to continue operation beyond the date specified in paragraph (4) of Regulation 13H provided that such operation shall not go beyond the date on which the ship reaches 20 years after the date of its delivery.</p>
Reg. 13H (6)	<p>(a) The Administration may allow continued operation of an oil tanker of 5,000 tons deadweight and above, carrying crude oil having a density at 15°C higher than 900 kg/m³ but lower than 945 kg/m³, beyond the date specified in paragraph (4)(a) of this regulation, if satisfactory results of the Condition Assessment Scheme referred to in regulation 13G(6) warrant that, in the opinion of the Administration, 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 operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.</p> <p>(b) The Administration may allow continued operation of an oil tanker of 600 tons deadweight and above but less than 5,000 tons deadweight, carrying heavy grade oil as cargo, beyond the date specified in paragraph (4)(b) of this regulation, if, in the opinion of the Administration, the ship is fit to continue such operation, having regard to the size, age, operational area and structural conditions of the ship, provided that the operation shall not go beyond the date on which the ship reaches 25 years after the date of its delivery.</p>	<p>Chinese registered ships covered by this Paragraph are not allowed to continue operation beyond the date specified in paragraph (4) of Regulation 13H.</p>

**Details of the policies for implementing revised Regulation 13G and new Regulation 13H of Annex I of MARPOL 73/78 by China
(continued)**

Reg. Number	Contents of the Regulation	Implementation policies of China
Reg. 13H (8) (b)	Subject to the provisions of international law, a Party to the present Convention shall be entitled to deny entry of oil tankers operating in accordance with the provisions of paragraph (5) or (6) of this regulation into the ports or offshore terminals under its jurisdiction, or deny ship-to-ship transfer of heavy grade oil in areas under its jurisdiction, except when this is necessary for the purpose of securing the safety of a ship or saving life at sea.	Foreign registered oil tankers operating in accordance with the following provisions are denied to enter into the Chinese ports or offshore terminals or carrying ship-to-ship transfer of heavy grade oil in areas under China's jurisdiction, except when this is necessary for the purpose of securing the safety of a ship or saving life at sea.: (i) paragraph (5) of Regulation 13H beyond the date on which the ship reaches 20 years after the date of its delivery; or (ii) paragraph (6) of Regulation 13H.