

S.D. Circular No. 7 & 8 of 2003 - Clarification regarding.

Memorandum

NO: SD-13/POL(5)/03

Dated: November 21, 2003

Sub: S.D. Circular No. 7 & 8 of 2003 - Clarification regarding.

This Directorate has been receiving numerous correspondences seeking clarifications on SD Circulars No. 7 and 8 of 2003 issued by this Directorate regarding age restriction on tankers. The matter has been examined further and it is clarified as follows:-

1. The said circular applies to foreign flag vessels as well as Indian flag vessels when on international voyages.
2. Since the scope of the said circular has been restricted to crude oil carriers and product tankers, the age restrictions obviously apply to them only.
3. The scope of the said circular does not cover gas carriers and dedicated chemicals tankers.
4. The provisions of the said circular shall come into force from 01st April, 2004 and hence any vessel coming under the purview of the circular and calling at Indian Ports from 01st April, 2004 onwards will have to comply with the stipulations therein.
5. The definitions of various categories of tankers in accordance with the relevant regulations of SOLAS, 1974 and MARPOL 73/78 are as below:-
 - a) Gas carrier means a cargo ship constructed or adapted and used for the carriage in bulk of any liquefied gas or other product listed in chapter 19 of the International Gas Carrier Code (Regulation 11.2, Part-C, Chapter VII of SOLAS 1974).
 - b) Chemical tanker means a cargo ship constructed or adapted and used for the carriage in bulk of any liquid product listed in chapter 17 of the International Bulk Chemical Code (Regulation 8.2, Part B, Chapter VII of SOLAS 1974).
 - c) Product tanker means an oil tanker engaged in the trade of carrying oil other than crude oil (Regulation 1(30) of Annex I of MARPOL 73/78).
 - d) Crude oil tanker means an oil tanker engaged in the trade of carrying crude oil (Regulation 1(29) of Annex I of MARPOL 73/78).
6. In so far as the classification of the tankers calling at Indian Ports are concerned, all the crude oil tankers and product tankers should be classed with a full member of the International Association of Classification Societies (IACS) or with the Indian Register of Shipping (IRS).