

Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2002

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No. S 420

PREVENTION OF POLLUTION OF THE SEA ACT (CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA (OIL) (AMENDMENT) REGULATIONS 2002

In exercise of the powers conferred by sections 7 (4), 12 and 34 of the Prevention of Pollution of the Sea Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2002 and shall come into operation on 1st September 2002.

Amendment of regulation 6

2. Regulation 6 (1) of the Prevention of Pollution of the Sea (Oil) Regulations (Rg 1) is amended by inserting, immediately after “11 (c),” in the 3rd line, “13G,”.

Amendment of First Schedule

3. The First Schedule to the

Prevention of Pollution of the Sea
(Oil) Regulations is amended —

- (by deleting regulation 13G
a) and substituting the
following regulation:

REGULATION 13G

*PREVENTION OF OIL
POLLUTION IN THE
EVENT OF COLLISION
OR STRANDING
MEASURES FOR
EXISTING TANKERS*

(1) This Regulation
shall:

- (a) apply to oil
tankers of 5,000
tons deadweight
and above,
which are
contracted, the
keels of which
are laid, or
which are
delivered before
the dates
specified in
Regulation 13F(
1) of this
Annex; and
- (b) not apply to oil
tankers
complying with
Regulation 13F
of this Annex,
which are
contracted, the
keels of which
are laid, or are
delivered before
the dates
specified in
Regulation 13F(

1) of this Annex; and

- (c) not apply to oil tankers covered by sub-paragraph (a) above which comply with Regulation 13F(3)(a) and (b) or 13F (4) or 13F (5) of this Annex, except that the requirement for minimum distances between the cargo tank boundaries and the ship side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection distances shall comply with Regulation 13E(4)(b) of this Annex.

(2) For the purpose of this Regulation:

- (a) “Heavy diesel oil” means diesel oil other than those distillates of which more than 50 per cent by volume distils at a temperature not exceeding 340°C when tested by the method acceptable to the Organisation¹.

¹ Refer to the American Society for Testing and Material’s Standard Test Method (Designation D86).

- (b) “Fuel oil” means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the specification acceptable to the Organisation**.

** Refer to
the American
Society for
Testing and
Material's
Specification
for Number
Four Fuel Oil
(Designation
D396) or
heavier.

(3) For the purpose of
this Regulation, oil tankers
are divided into the
following categories:

- (a) "Category 1 oil
tanker" 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 this Annex;
- (b) "Category 2 oil
tanker" means
an oil tanker of
20,000 tons
deadweight and
above carrying