

Note 32 of 2002 -Condition Assessment Scheme

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Sub: Condition Assessment Scheme

The Condition Assessment Scheme (CAS) as a mandatory requirement under the revised regulation 13G of Annex I to MARPOL 73/78 enter into force on 1st September 2002. The Directorate General of Shipping adopts the amended regulation 13G of Annex I to MARPOL 73/78 and hereby directs all shipping companies to comply the Condition Assessment Scheme to their oil Tanker as mentioned in the annex and appendices to the amended regulation 13G of Annex I to MARPOL 73/78.

1. The tankers that will be affected by these amendments are as follows:

Category 1 oil tanker - 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 Annex I of MARPOL 73/78.

These category Tankers which are delivered in 1973 or earlier shall be phased out in 2003. Similarly, tankers delivered in 1974 and 1975 would be phased out in 2004, and so on. Tanker owners willing to operate vessels beyond 2005 which are delivered in 1976 or later require to comply with condition assessment scheme.

Category 2 of oil tanker - Oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, out of 30,000 tons deadweight and above carrying oil other than the above, which complies with the requirements for new oil tankers as defined in Regulation I(26) of Annex I of MARPOL 73/78.

These category Tankers which are delivered in 1973 or earlier shall be phased out in 2003. Similarly, tankers delivered in 1974 and 1975 would be phased out in 2004, and so on. Tanker owners willing to operate vessels beyond 2010 which are delivered in 1984 or later require to comply with condition assessment scheme.

Category 3 oil tanker - Oil tanker of 5,000 tons deadweight and above but less than specified as Category 1 and Category 2 oil tanker.

These category Tankers which are delivered in 1973 or earlier shall be phased out in 2003. Similarly, tankers delivered in 1974 and 1975 would be phased out in 2004, and so on.

2. The tankers will be phased-out in accordance with the schedule stated in paragraph 4 of the Annex to Resolution MEPC.95(46) and D.G.Shipping would adopt the schedule, and would deny port entry to single-hulled oil tankers operating beyond their phase-out dates. Tanker owners are encouraged to plan for the eventual phase-out of single-hulled oil tankers.
3. [Attached flow chart](#) on condition assessment scheme is for the guidance of the Industry.

Sd/-

(S. Chakrabarty)

Dy. Chief Surveyor with the Govt. of India