

North Sea Ministerial Meeting
on Environmental Impacts of Shipping and Fisheries

Committee of North Sea Senior Officials
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**Proposal for draft Ministerial Declaration text on the subject of
Double-hull Tankers**

**Presented by
The International Chamber of Shipping (ICS)
& Seas At Risk (SAR)**

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Background

The following text proposal is presented jointly by ICS and SAR in the belief that a ministerial response to concerns regarding double-hull tankers and to the recent European Maritime Safety Agency's report in particular, is appropriate. For the most part the following text proposal is informed by recommendations in the EMSA report and delegates to CONSSO who are not already familiar with the report can find it on the EMSA web site:
<http://www.emsa.eu.int/end903d003d006d002.html>.

Ministerial Declaration text proposal

“Ministers share the European Maritime Safety Agency's concerns regarding factors relating to double-hull tanker design and operation that could adversely influence a vessel's hull structural integrity throughout its service life, and welcome EMSA's high level panel of experts' report and recommendations for addressing the main areas of concern.

More specifically Ministers:

- note and appreciate the development at IMO of mandatory performance standards for ballast tank coatings for new vessels, and support early adoption of these standards for new double-hull tankers;
- encourage the development at IMO of standards for cargo tank coating systems and their mandatory application to the deckhead and tank top structures within cargo tanks for new vessels;
- note IACS development of recommendation 87 (guidelines for coating maintenance and repairs for ballast tanks and combined cargo/ballast tanks on oil tankers) and, if experience gained with this innovation suggests the need, support the development at IMO of a mandatory requirement;
- urge IACS to establish and apply harmonised minimum standards for hull construction, maintenance and repair and industry to adopt recognised maintenance guidelines;
- promote at IMO the establishment of a mandatory requirement for the fitting of type-approved double-hull gas detection systems in new builds greater than 20,000 dwt .
- request IMO to consider any additional port State control measures that may be necessary in the inspection of ageing double-hull tankers.