

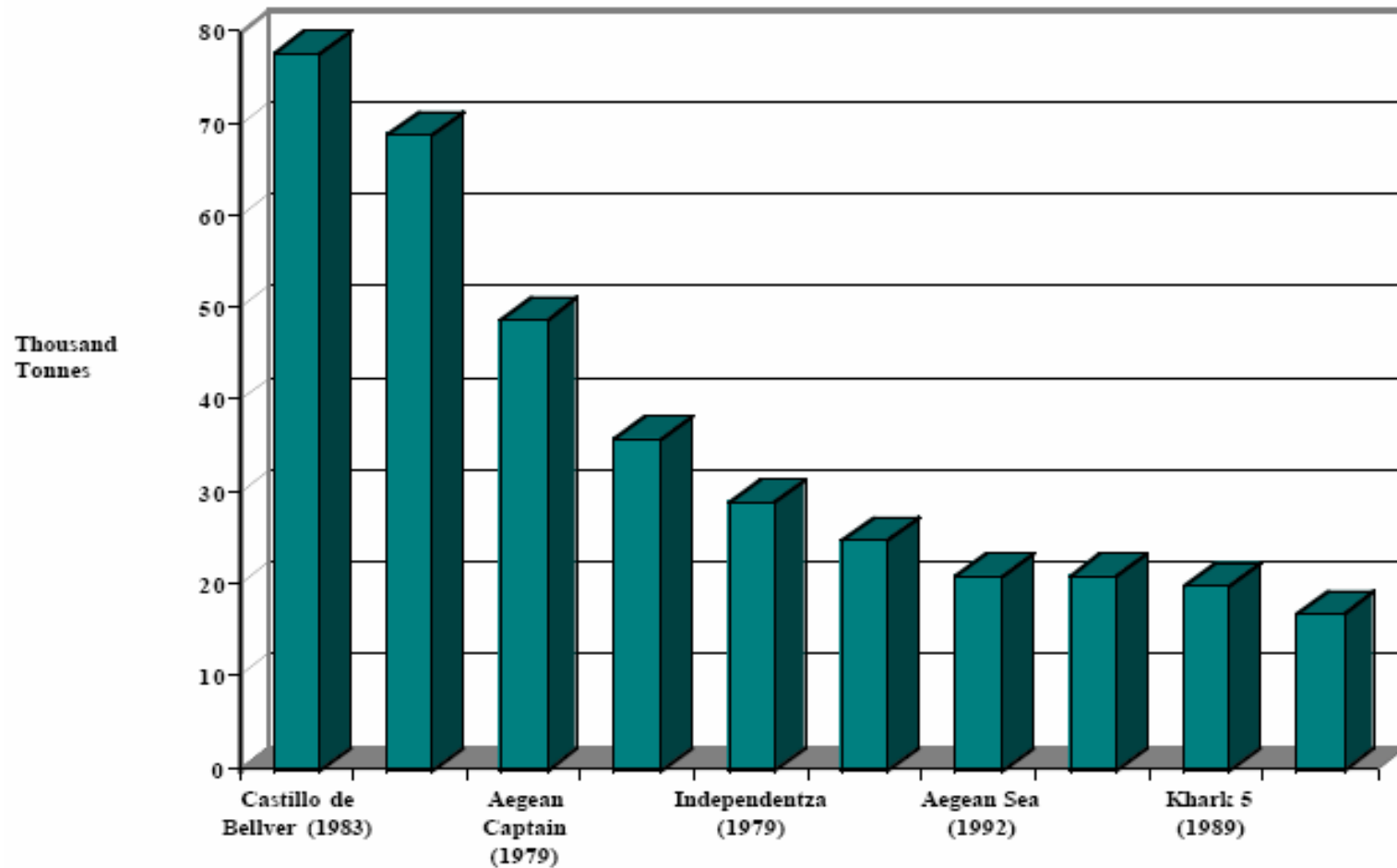
## **International Regulations**

Dr. N. Shashi Kumar

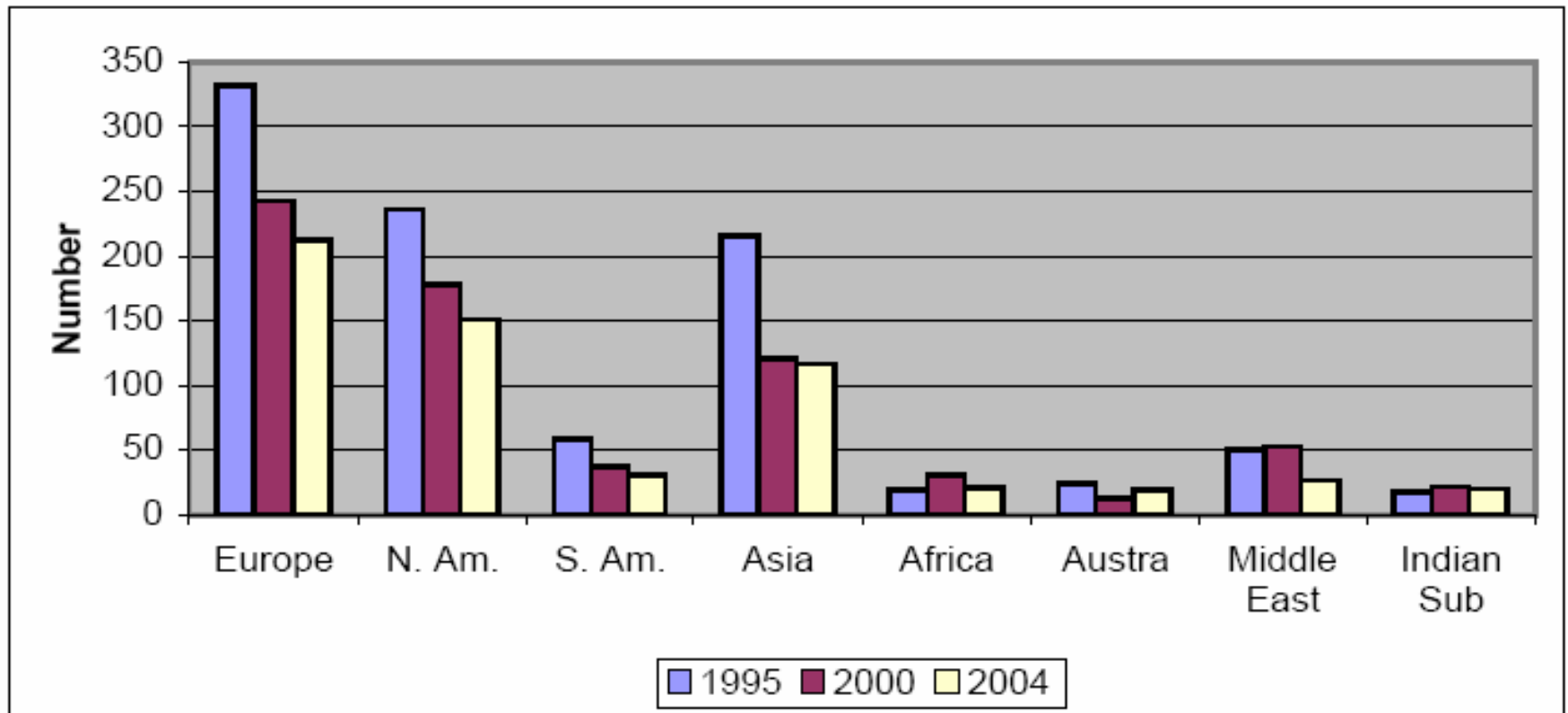
Professor and Dean of the Loeb-Sullivan School of  
International Business & Logistics  
Maine Maritime Academy

# Major Oil Spills From Ships

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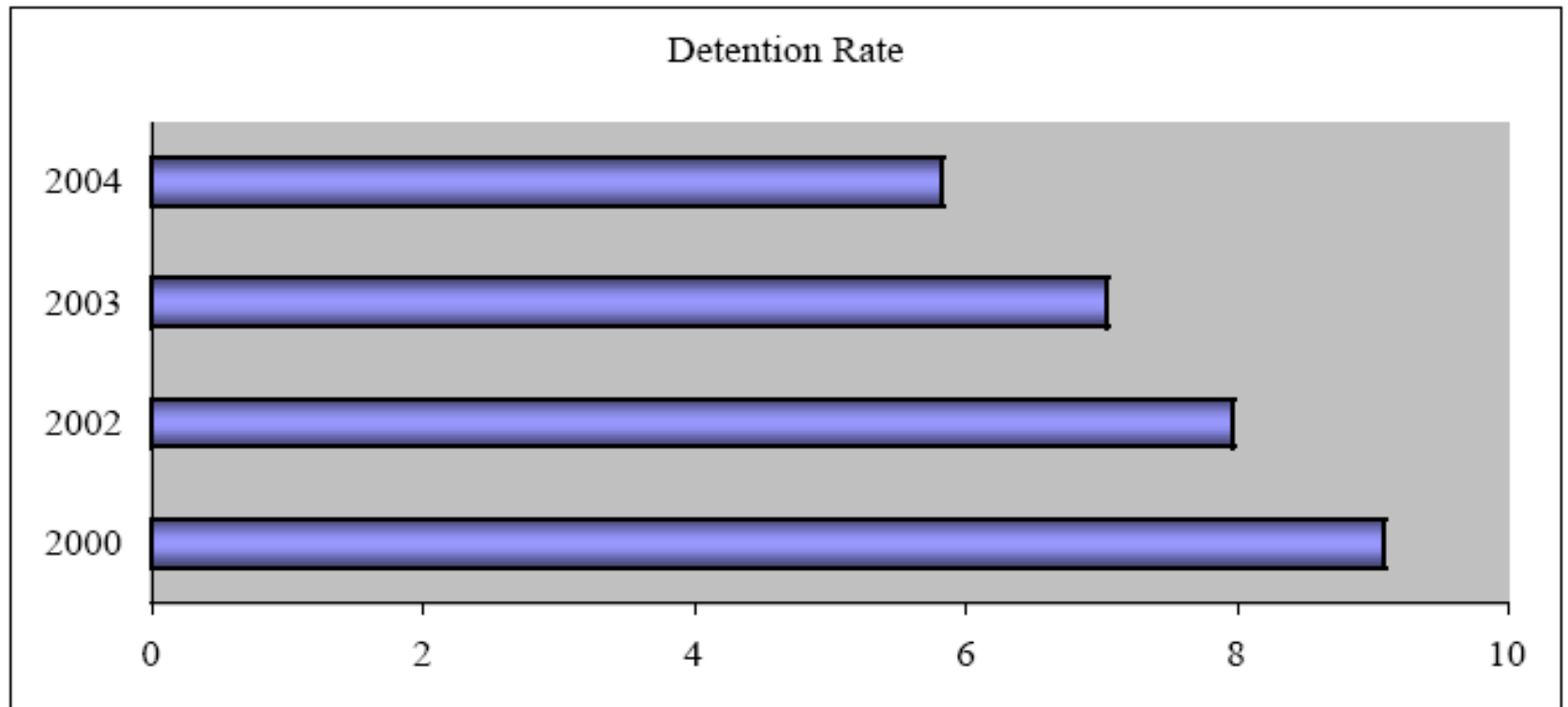


# Bulk, RoRo and Tanker Casualties by Region



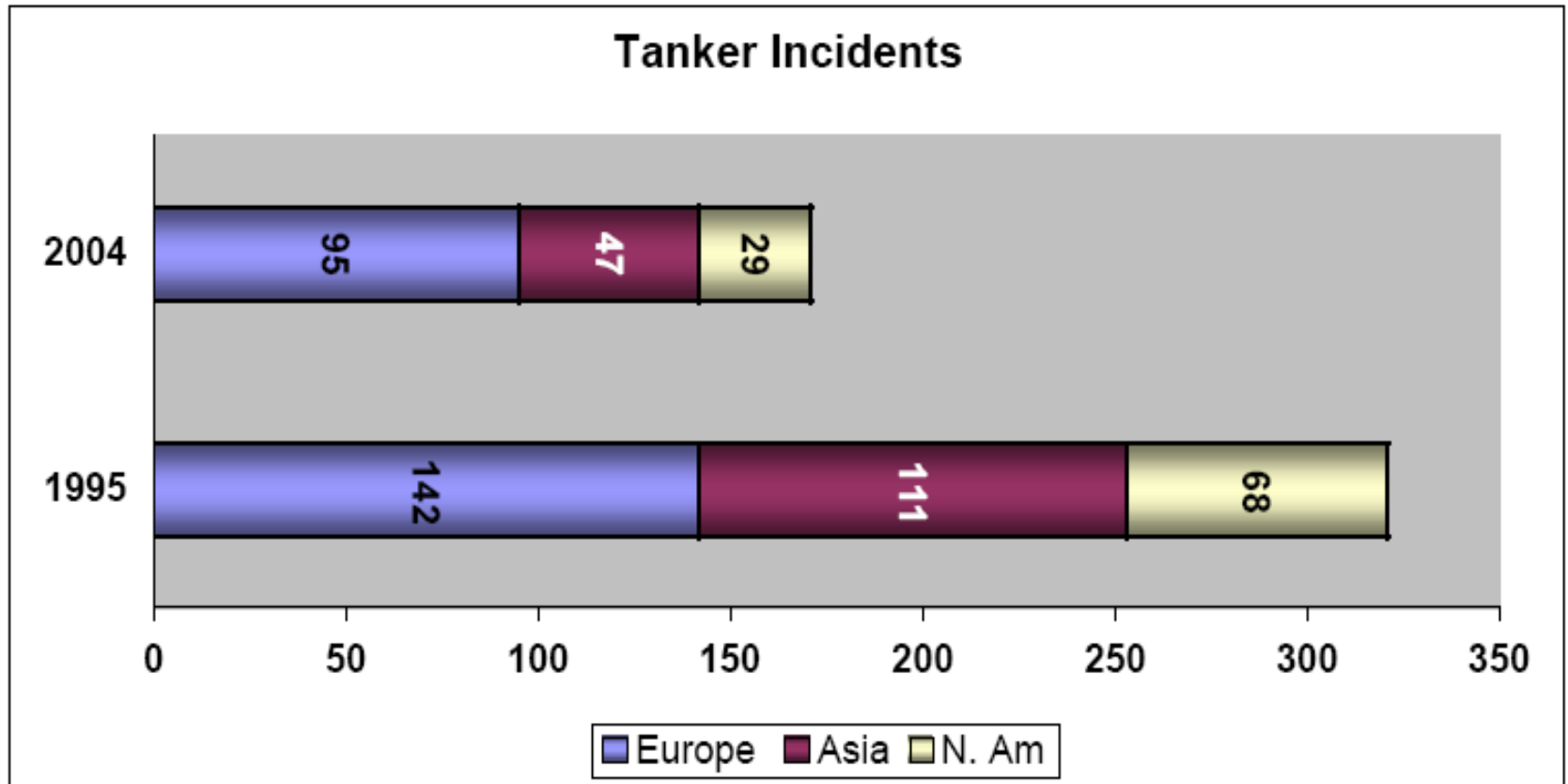
# Ship Detention Rate

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# Tanker Incidents

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# Regulatory Developments

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- MARPOL 73/78
- OPA 1990
- MARPOL Tanker Design Rules
- OPRC Convention
- Port State Control
- STCW Revision
- ISM Code

# MARPOL 73/78

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- Purpose
- To reduce the operational pollution from ships

## OPA 1990

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- A unilateral attempt in a multilateral industry
- A comprehensive plan to prevent and clean up oil spills, impose greater liability on those responsible for it, and compensate those who suffer resulting economic damage.



# OPA 1990 (cont.)

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- **Principles:**
  - Polluter pays
  - No burden on the U.S. taxpayer
- **Major Provisions**
  - Liability
  - Compensation
  - Prevention
  - Removal

## OPA 1990 (cont.)

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- **Criticisms:**
  - High Cost
  - No provisions on crew quality
  - No responsibility on cargo owners
  - Natural resource damage assessment controversy

# MARPOL Tanker Design Rules

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- **Regulation 13F (New Tankers)**
  - Tankers over 5,000 dwt contracted after 6 July 1993, keel laid on or after 6 January 1994, or delivered on or after 6 July 1996 must have double hull or equivalent protection

# MARPOL Tanker Design Rules

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- **Regulation 13G (Existing Tankers)**
  - W.e.f. 6 July 1995, crude carriers >20,000 dwt and product carriers >30,000 dwt must also comply with Reg 13F not later than 30 years after delivery date
  - Pre-Marpol tankers must provide side or bottom protection to cover at least 30% of the cargo tank area by age 25

# OPRC Convention

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- **Oil Pollution Preparedness, Response and Cooperation**
  - International law on 13 May 1995
  - Multilateral convention
  - Mandates oil pollution emergency plans on ships and offshore installations, and at ports and oil handling facilities, together with national and regional contingency plans as appropriate

## **OPRC Convention – Main Features**

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- **International cooperation and mutual assistance**
- **Pollution reporting**
- **Oil pollution emergency plans**
- **National and regional preparedness and response capability**
- **Technical cooperation and transfer of technology**
- **Research and development**
- **Institutional arrangements and support**
- **Oil pollution coordination center**

# Port State Control

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- Protect own coastline
- Greater transparency
- Punish the rogues

# STCW Convention

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- **Standardization of Training, Certification and Watchkeeping**
  - Multilateral convention
  - Revised significantly
  - Went into effect in 1997



# ISM Code

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- **International Safety Management Code**
  - Multilateral
  - Mandates setting up a quality safety management system on shore and on board ships
  - Became mandatory for tankers in 1998