

# Procedure file

| Basic information  |                     |
|--|---------------------|
| COD - Ordinary legislative procedure (ex-codecision procedure)<br>Regulation<br><br>Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers<br><br>Amending Regulation (EC) No 417/2002 <a href="#">2000/0067(COD)</a><br><br>Subject<br>3.20.03.01 Maritime safety<br>3.40.04 Shipbuilding, nautical industry | Procedure completed |

| Key players                   |  |   |            |
|-------------------------------|--|---|------------|
| European Parliament           | Committee responsible                                    | Rapporteur                                    | Appointed  |
|                               | <b>TRAN</b> Transport and Tourism                        |   | 02/05/2006 |
|                               |  | NI <a href="#">LE RACHINEL Fernand</a>        |            |
|                               | Committee for opinion                                    | Rapporteur for opinion                        | Appointed  |
|                               | <b>ENVI</b> Environment, Public Health and Food Safety   | The committee decided not to give an opinion. |            |
|                               | <b>ITRE</b> Industry, Research and Energy                | The committee decided not to give an opinion. |            |
| Council of the European Union | Council configuration                                    | Meeting                                       | Date       |
|                               | <a href="#">Transport, Telecommunications and Energy</a> | <a href="#">2791</a>                          | 22/03/2007 |
| European Commission           | Commission DG  | Commissioner                                  |            |
|                               | Energy and Transport                                     | BARROT Jacques                                |            |

| Key events |   |   |         |
|------------|---|---|---------|
| 27/03/2006 | Legislative proposal published                          | <a href="#">COM(2006)0111</a>   | Summary |
| 03/04/2006 | Committee referral announced in Parliament, 1st reading |   |         |
| 22/11/2006 | Vote in committee, 1st reading                          |   | Summary |
| 27/11/2006 | Committee report tabled for plenary, 1st reading        | <a href="#">A6-0417/2006</a>  |         |
| 13/12/2006 | Debate in Parliament                                    |  |         |
| 14/12/2006 | Results of vote in Parliament                           |  |         |
| 14/12/2006 | Decision by Parliament, 1st reading                     | <a href="#">T6-0582/2006</a>  | Summary |

|            |   |  |  |
|------------|---|--|--|
| 22/03/2007 | Act adopted by Council after Parliament's 1st reading |  |  |
| 25/04/2007 | Final act signed                                      |  |  |
| 25/04/2007 | End of procedure in Parliament                        |  |  |
| 30/04/2007 | Final act published in Official Journal               |  |  |

### Technical information

|                            |   |
|----------------------------|---|
| Procedure reference        | 2006/0046(COD)  |
| Procedure type             | COD - Ordinary legislative procedure (ex-codecision procedure)      |
| Procedure subtype          | Legislation   |
| Legislative instrument     | Regulation  |
|                            | Amending Regulation (EC) No 417/2002 <a href="#">2000/0067(COD)</a> |
| Legal basis                | EC Treaty (after Amsterdam) EC 080-p2                               |
| Stage reached in procedure | Procedure completed   |
| Committee dossier          | TRAN/6/35267  |

### Documentation gateway

|   |                               |            |     |         |
|---|-------------------------------|------------|-----|---------|
| Legislative proposal  | <a href="#">COM(2006)0111</a> | 27/03/2006 | EC  | Summary |
| Economic and Social Committee: opinion, report                  | <a href="#">CES1182/2006</a>  | 13/09/2006 | ESC |         |
| Committee draft report  | <a href="#">PE378.656</a>     | 21/09/2006 | EP  |         |
| Committee report tabled for plenary, 1st reading/single reading | <a href="#">A6-0417/2006</a>  | 27/11/2006 | EP  |         |
| Text adopted by Parliament, 1st reading/single reading          | <a href="#">T6-0582/2006</a>  | 14/12/2006 | EP  | Summary |
| Commission response to text adopted in plenary                  | <a href="#">SP(2007)0303</a>  | 24/01/2007 | EC  |         |
| Draft final act   | <a href="#">03670/3/2006</a>  | 25/04/2007 | CSL |         |

### Additional information

|                      |                         |
|----------------------|-------------------------|
| National parliaments | <a href="#">IPEX</a>    |
| European Commission  | <a href="#">EUR-Lex</a> |

### Final act

[Regulation 2007/457](#)  
[OJ L 113 30.04.2007, p. 0001](#) Summary

## Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers

**PURPOSE:** to amend Regulation 417/2002/EC in order to prevent heavy duty oil tankers from flying the flag of a Member State in a single-hull oil tanker.

**PROPOSED ACT:** Regulation of the European Parliament and of the Council.

**CONTENT:** to recall, Regulation 417/2002/EC was adopted in order to introduce double-hull (or equivalent design requirements for single-hull) oil tankers in a bid to reduce the risk from oil pollution. The sinking of the Prestige oil tanker in December 2002 prompted the EU to amend

Regulation 417/2002. The amendment allowed for an accelerated timetable for the phasing out of single-hull oil tankers as well as the immediate prohibition of the carriage of heavy grade oil products in single-hull oil tankers bound for or leaving ports in a Member State of the European Union.

In December 2003 the Marine Environment Protection Committee of the International Maritime Organisation (IMO) adopted amendments based on EU measures ? bar certain exceptions concerning the ban of the carriage of heavy grade oil products in single-hull oil tankers. Under these IMO exceptions, a ship flying the flag of a Member State could take advantage of the exceptions ? if they operated outside ports or offshore terminals under Community jurisdiction, whilst at the same time complying with Regulation 417/2002.

In a bid to prevent ships flying the flag of a Member State from taking advantage of these exceptions, the Commission is proposing this amendment. The amendment, a single article, has been phrased thus: ?No oil tanker carrying have grade oil products, shall be allowed to fly the flag of a Member State unless such a tanker is a double-hull oil tanker.? In other words this amendment would prohibit the carriage of heavy grades of oil in all single-hull tankers flying the flag of a Member State irrespective of the jurisdiction governing the ports, offshore terminals or the maritime area in which they operate.

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## Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers

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The committee adopted the report by Fernand LE RACHINEL (NI, FR) approving - under the 1st reading of the codecision procedure - the proposed regulation on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers. It adopted just one drafting amendment.

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## Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers

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In adopting the the codecision report by Fernand LE RACHINEL (NI, FR), the European Parliament supports the position of the committee responsible which aims to amend the regulation on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers. The Parliament has included an amendment stipulating that no oil tanker carrying heavy grades of oil, irrespective of its flag, shall be allowed to enter or leave ports or offshore terminals or to anchor in areas under the jurisdiction of a Member State , unless such tanker is a double-hull oil tanker.

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## Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers

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**PURPOSE:** to prevent heavy duty oil tankers from flying the flag of a Member State in a single-hull oil tanker.

**LEGISLATIVE ACT:** Regulation (EC) No 457/2007 of the European Parliament and of the Council amending Regulation (EC) No 417/2007 on the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers.

**CONTENT:** in order to reduce the risk of accidental oil pollution in European waters, EU law provides for the accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers. In 2002, Regulation (EC) 417/2002 was adopted in a bid to prohibit the carriage of heavy grades of oil in single-hull oil tankers leaving or bound for ports in the European Union. However, EU provisions are in conflict with certain IMO specifications (set out in MARPOL Annexes) which allow, under certain conditions, exemptions from the prohibition of the carriage of heavy grades of oil in single-hull oil tankers leaving or bound for ports in the EU.

As a result of these IMO exemptions, a single hull oil tanker carrying heavy grade oil, flying the flag of a Member State could apply IMO exemptions if it operated outside of EU ports or at offshore terminals under the jurisdiction of a Member States .

The purpose of this Regulation, therefore, is to specify that no oil tanker carrying heavy grade oil will be allowed to fly the flag of a Member State unless such tanker is a double-hull tanker. Further, no oil tanker carrying heavy grades of oil, irrespective of its flag, will be allowed to enter or leave ports or offshore terminals or to anchor in areas under the jurisdiction of a Member State unless it is a double hull oil tanker.

**ENTRY INTO FORCE:** 20 May 2007.