



# Procedure file

Basic information	
COD - Ordinary legislative procedure (ex-codecision procedure) Regulation <a href="#">2006/0046(COD)</a>	Procedure completed
Accelerated phasing-in of double-hull or equivalent design requirements for single-hull oil tankers Amending Regulation (EC) No 417/2002 <a href="#">2000/0067(COD)</a>	
Subject 3.20.03.01 Maritime safety 3.40.04 Shipbuilding, nautical industry	

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			
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	
Amendments tabled in committee		PE380.673	16/10/2006	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
<a href="#">Regulation 2007/457</a> <a href="#">OJ L 113 30.04.2007, p. 0001</a> 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 heavy 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.

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

---

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.

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

---

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.

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

---

**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.