

Double hull or equivalent design requirements for oil tankers

2002/0310(COD) - 04/06/2003 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted a resolution making several amendments to the Commission's proposal, by 501 votes in favour, 5 against and 14 abstentions. The resolution was drafted by Willy PIECYK (PES, Germany). (Please refer to the summary of 30/04/03.) Parliament also added some new recitals, which include the following: - The accelerated phasing-out of single hull vessels will lead to a significant increase in the number of vessels for scrapping, and an effort should be made to ensure that scrap vessels are processed in a way which is safe for human beings and the environment. - Freight or container ships often contain heavy fuel oil as engine fuel in their bunkers, the quantity of which may considerably exceed the cargoes of smaller oil tankers. The Commission should submit a proposal to the European Parliament and the Council as soon as possible in order to ensure that for new ships bunker oil for engine fuel purposes is also stored in safe, doublewalled tanks. - European shipyards have the necessary know-how to build doublehulled tankers. The Commission and the Member States should accordingly strive to ensure, by means of the appropriate instruments and programmes, that the increased demand for safe double-hulled tankers resulting from this Regulation has positive impact on the Community's shipbuilding industry.