Basic information

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

Key players

European Parliament

Committee responsible	Rapporteur	Appointed
TRAN Transport and Tourism	LE RACHINEL Fernand (NI)	02/05/2006

Committee for opinion	Rapporteur for opinion	Appointed
ENVI Environment, Public Health and Food Safety	The committee decided not to give an opinion.	
ITRE Industry, Research and Energy	The committee decided not to give an opinion.	

Council of the European Union

Council configuration	Meetings	Date
Transport, Telecommunications and Energy	2791	2007-03-22

European Commission

Commission DG	Commissioner
Energy and Transport	BARROT Jacques

Key events

Date	Event	Reference	Summary
27/03/2006	Legislative proposal published	COM(2006)0111	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	A6-0417/2006	
13/12/2006	Debate in Parliament		
14/12/2006	Decision by Parliament, 1st reading	T6-0582/2006	Summary
14/12/2006	Results of vote in Parliament		
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
Amendments and repeals	Amending Regulation (EC) No 417/2002 2000/0067(COD)
Legal basis	EC Treaty (after Amsterdam) EC 080-p2
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/6/35267

Documentation gateway

European Parliament

Document type	Committee	Reference	Date	Summary
Committee draft report		PE378.656	21/09/2006	
Committee report tabled for plenary, 1st reading/single reading		A6-0417/2006	27/11/2006	
Text adopted by Parliament, 1st reading/single reading		T6-0582/2006	14/12/2006	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	03670/3/2006	25/04/2007	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2006)0111	27/03/2006	Summary
Commission response to text adopted in plenary	SP(2007)0303	24/01/2007	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES1182/2006	13/09/2006	

Additional information

Source	Document	Date
National parliaments	IPEX	
European Commission	EUR-Lex	

Final act

Regulation 2007/0457
OJ L 113 30.04.2007, p. 0001 Summary

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

2006/0046(COD) - 25/04/2007 - Final act

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.

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

2006/0046(COD) - 27/03/2006 - Legislative proposal

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.

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

2006/0046(COD) - 14/12/2006 - Text adopted by Parliament, 1st reading/single reading

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.