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Collection/Record Group: Clinton Presidential Records
Subgroup/Office of Origin: Council on Environmental Quality
Series/Staff Member: Kathleen (Katie) McGinty
Subseries:

OA/ID Number: 2893
FolderID:

Folder Title:
Oil Tanker Safety Standards

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Carré (Carré)

To: Katie
From: Brad
Date: February 1, 1993
Re: Oil tanker safety standards

Current U.S. Law

By 2015, virtually all vessels carrying oil in U.S. waters (out to the 200 mile Exclusive Economic Zone) must be double hulled. The Oil Pollution Act of 1990 (OPA 90) requires that all tankers built after June 30, 1990 which carry oil in U.S. waters have double hulls. OPA 90 mandates that all single hull tankers built before then be refitted with double hulls according to a timetable starting in 1995 and ending on January 1, 2015. The Coast Guard is developing requirements to prevent spills from single hull vessels before this timetable kicks in.

OPA 90 required the Coast Guard to report to Congress on alternatives to the double hull design. A National Academy of Sciences study commissioned by the Coast Guard concluded that a theoretical mid-deck tanker design--which features double sides with a single bottom and an intermediate oil-tight deck dividing the cargo tanks into upper and lower spaces--was an effective alternative. But, after incorporating research from other studies, the Coast Guard's final report to Congress supported OPA 90's double hull requirements and did not recommend approval of any alternative designs.

The International Standard

According to the Coast Guard, the U.S. has taken a leading role in establishing double hulls as the international design standard. In March, 1992, the International Maritime Organization (IMO)--the group that sets international shipping standards--adopted double hull requirements for new and existing tankers. IMO effectively endorsed the principles of OPA 90, recognizing the necessity of improved designs on new tankers and the phaseout of existing single hull tankers.

However, because IMO's new international standard contains several technical differences with OPA 90, the U.S. has reserved its position. The U.S. has problems with IMO's acceptance of the mid-deck design as an alternative to the double hull, as well as IMO's differences in size limits for applicability and their different phaseout timetable. The U.S. has formally advised IMO that Washington's approval is required before the international standard may enter into force in the U.S. So for now, OPA 90 remains the rule for all tankers entering U.S. waters.

Groups Opposing and Supporting New Safety Standards

Most of the groups that voiced their support or opposition to double hull requirements during the OPA 90 debate hold the same positions now. The groups in support form an unusual coalition

between environmentalists (The National Wildlife Federation, Natural Resources Defense Council, Greenpeace, the Sierra Club, etc.) and the Shipbuilders Coalition of America, which hopes to revitalize American shipbuilding.

Opponents of the double hull standard include the American Institute of Merchant Shipping, the Transportation Institute, the American Petroleum Institute, and the International Association of Independent Tanker Owners. Also, a number of European ship designers and international shipbuilding interests that endorse alternative designs--including the Japanese, who support the mid-deck tanker--have voiced their opposition to the double hull requirements.

FAX FROM THE OFFICE OF JOAN BONDAREFF
COMMITTEE ON MERCHANT MARINE AND FISHERIES
ROOM 531, HOUSE ANNEX 2
WASHINGTON, D.C. 20515

PHONE: (202)226-3500

FAX: (202)226-0059

DATE: 1/27/93

TO: Brad Wiss

(202) 456-6216 Fax ; 6224 Tel.

NUMBER OF PAGES (INCLUDING COVER): 3

COMMENTS: As requested. Let me know if you
need more info. Double hulls may not be the
panacea, but they will, when fully phased in, provide
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CONTACT JB

IF PROBLEMS ARISE.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: PROTECTION OF THE MARINE ENVIRONMENT

Issue: The Coast Guard is the primary federal agency for marine environmental protection. Current initiatives in the protection of the marine environment include: fisheries conservation through protection of critical marine environments, oil spill preparedness, prevention and mitigation, polar region environmental protection, environmental compliance and restoration, formulation of international standards through the International Maritime Organization (IMO), and providing response assistance and training upon request of foreign governments.

Background: The most significant Coast Guard environmental protection initiatives are:

- (1) Implementing The Oil Pollution Act of 1990 (OPA 90) oil tanker requirements such as double-hull construction and vessel response plans. A coordination program was initiated to avoid conflicts between Federal and state programs with similar environmental protection mandates. OPA 90 also required improvement and expansion of Vessel Traffic Service systems and established a \$1 billion Oil Spill Liability Trust Fund administered by the Coast Guard's National Pollution Fund Center.
- (2) Implementing the UN Conference on Environment and Development, the UN blueprint for future worldwide environmental protection programs. Implementing the International Convention on Oil Pollution Preparedness, Response and Cooperation as the worldwide network for preparation and response to oil spills.
- (3) The Arctic Environmental Protection Strategy and Protocol on Environmental Protection to the Antarctic Treaty for polar environmental protection.
- (4) Implementing and executing programs for compliance with domestic and international environmental laws for its own vessels and facilities.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: DOUBLE HULL STANDARDS FOR VESSELS CARRYING
OIL IN BULK

Issue: OPA 90 Section 4115 requires that oil carrying vessels contracted for after June 30, 1990 must have double hulls. OPA 90 also mandated a study to determine whether other structural and operational tank vessel requirements will provide protection to the marine environment equal to or greater than that provided by double hulls and shall report to the Congress that determination and recommendations for legislative action.

Background: The Coast Guard published an Interim Final Rule (IFR) on August 12, 1992 which set standards for double hull design and construction.

As directed by OPA 90, the Coast Guard contracted with the National Academy of Sciences to study alternatives to double hulls. The NAS completed its study on February 25, 1991. IMO conducted a follow-up study to compare double hulls with the mid-deck design. IMO completed the comparison study on January 17, 1992, and concluded that the mid-deck is equivalent to double hulls with respect to oil outflow. IMO subsequently proposed Regulation 13F which considers the mid-deck design as equivalent. The U.S. did not concur with this conclusion and reserved its position on regulation 13F.

The Coast Guard contracted the Herbert Engineering Corporation to conduct an independent probabilistic oil outflow analysis of several alternative designs in addition to the double hull and mid-deck designs. The Herbert analysis was completed on July 2, 1992. Using the information from the NAS, the IMO and the Herbert studies, the Coast Guard has submitted a report to Congress. That report was approved by the Department of Transportation December 24, 1992.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: ALTERNATIVES TO DOUBLE HULL TANKER DESIGN

Issue: There has been some opposition to the OPA 90 requirement for double hulls. Several designs and operating methods have been suggested as possible acceptable alternatives. Among them are the "mid-deck" and underpressure designs, use of compartmentalization, and hydrostatic balance.

Background: (1) Double hulls are required by law, the Coast Guard has no discretion in substituting alternatives. Section 4115 of the Oil Pollution Act of 1990 (Pub. L. 101-380)(OPA 90) added section 3703a to title 46 U.S. Code, requiring a double hull to be fitted on a vessel carrying oil in bulk as cargo or cargo residue. Such a vessel that is constructed or undergoes major conversion under a contract placed on June 30, 1990 or later must have a double hull. An existing vessel must be fitted with a double hull in accordance with a timetable in 46 USC 3703a(c)(3), which commences in 1995.

(2) The Coast Guard has prepared a report to Congress on alternatives to double hulls. Section 4115(e) of OPA 90 tasked the Secretary of Transportation with determining whether other structural and operational tank vessel requirements would provide protection to the environment equal to or greater than that provided by double hulls. That report was approved by the Department of Transportation on December 24, 1992.

(3) The Coast Guard (representing the U.S.) is working to improve vessel design to reduce oil outflow in accidents. The issue of compartmentalization (cargo tank size) was reviewed by the IMO Sub-committees on Stability and Loadlines and on Fishing Vessels Safety at their 37th session held in early January 1993. Their review concluded that a probabilistic basis for calculating oil outflow provided the best tool to evaluate any alternatives that could be proposed.

To: Brad Wiss/Katie McGinty

From: Joan Bondareff

Subj: Prevention of Oil Spills through Double Hulls

Date: January 27, 1993

This note provides a brief response to your questions about double hulls and prevention of oil spills. Let me know if you need additional information.

1. U.S. Requirement for Double Hulls

The Oil Pollution Act of 1990 (OPA '90, Pub. L. 101-380) requires that new vessels (built or converted after June 30, 1990) carrying oil in U.S. waters be fitted with double hulls (i.e., double bottoms and double sides). In addition, starting in 1995 and continuing through 2015, all existing tankers and barges must be refitted with double hulls. By 2015, virtually all vessels carrying oil in U.S. waters (out to the 200-mile Exclusive Economic Zone) must be double-hulled.

Because of the phase-in schedule, OPA '90 also requires the Coast Guard to develop requirements to prevent spills from single-hulled vessels. These rules, not yet issued by the Coast Guard, could include tug escorts, compliance with vessel traffic systems, tank level pressure monitoring devices, and hydrostatic balanced loading.

2. International Standards

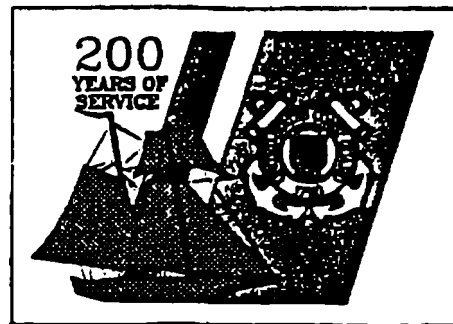
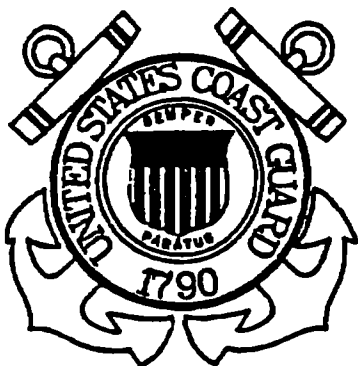
Until 1992, double hulls was also the international standard. But, in March 1992, a committee of the International Maritime Organization (IMO, a London-based group that sets international shipping standards) adopted the mid-deck design as an alternative to the double hull standard for the purpose of international tanker design rules. The IMO committee found that the mid-deck design -- features an intermediate oil-tight deck dividing the cargo tanks into upper and lower spaces, with double sides and a single bottom -- provides equivalent protection to the double hull design. The United States reserved its position at the IMO meeting, and on December 23, 1992, filed a formal declaration with the IMO stating that U.S. approval would be required before the alternative design could enter into force for the U.S. By submitting this declaration, the U.S. has reaffirmed the double hull design as the standard for all tankers entering U.S. waters.

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3. Opposition to Double Hulls

I know of no groups that are actively lobbying in support of a change to the U.S. double hull requirement. If anything, oil and shipping companies have accepted this standard. A recent Coast Guard report, also required by OPA '90, and based on a National Academy of Sciences study, concluded, once again, that at this time there are no equivalent designs to the double hull tanker for the prevention of oil spills due to groundings, which are the most common type of accident in U.S. waters. This report, issued by the Coast Guard on December 24, 1992, puts to rest, for now, the question of rolling back the double hull standard in U.S. waters.

One wonders, too, whether IMO will take a new look at tougher international standards in light of the recent, catastrophic oil spill in the Shetland Islands from the tanker Braer, a Liberian-registered tanker with a single hull.



TELEFAX COVER SHEET
PROGRAMS DIVISION
COMMANDANT (G-CPA)
TELEFAX NUMBER (202) 267-XXXX
4850

1-29-93

DATE

1625

TIME

FROM Commander Joel WhiteheadUSCG Transition Point of ContactPHONE (202) 267-2941TO MR. BRAD WISSOffice Spec. Asst. for Environmental PolicyPHONE (FAX) 456-6216NUMBER OF PAGES (INCLUDING COVER SHEET): 04SUBJECT: TANKER SAFETY BRIEFCOMMENTS: Attached is the briefing paper you requested. I believe this covers all the points we discussed.Please call if I can be of further help or if you/
Ms. McGinty would like a personal and more detailed briefing
on this or any other area relating to the U.S. Coast Guard.

JRW

WHITE HOUSE DOUBLE HULL TANKER SAFETY BRIEF

I. INTRODUCTION

Double hull tankers prevent oil spills, and the United States has taken a global leadership role to ensure that these tankers become an international standard. However, tanker design is only one facet of the total safety and pollution prevention system, and no amount of tanker redesign will eliminate oil spills in all accident scenarios.

II. STATUS OF U.S. AND INTERNATIONAL LAWS AND REGULATIONS

The Oil Pollution Act of 1990 requires a double hull to be fitted on all new tankers built after June 30, 1990. An existing tanker (built before June 30, 1990), must be fitted with a double hull in accordance with a timetable in OPA 90, which commences in 1995 and requires all single hull tankers to be upgraded to a double hull before January 1, 2015. This legislation was unilateral action, and thus applies only to vessels operating in U.S. waters.

OPA 90 did not provide technical standards for a double hull. The Coast Guard was directed, by executive authority, to develop regulations to provide these standards to the marine industry. An Interim Final Rule (IFR), published on August 12, 1992, provided the double hull technical standards which include a minimum 2 meter separation between the inner and outer hulls of most tankers. The Final Rule (FR) is targeted for completion during the Summer of 1993, a comment period for this rulemaking is presently open until February 26, 1993.

OPA 90 also required the Coast Guard to report to Congress on alternatives to the double hull. Initially, the U.S. Coast Guard commissioned the National Academy of Sciences (NAS) to conduct a comprehensive review of the safety, economic, and environmental implications of various alternative tanker designs and how these designs might affect the overall consequences of tanker accidents. The NAS study concluded that theoretically, the mid-deck tanker was both cost and oil spill effective as the double hull, but further technical evaluation was necessary.

Incorporating research from other studies, the Coast Guard commissioned an independent study of alternative tanker designs that culminated in a report to Congress. This report, titled "Alternatives to Double Hull Tank Vessel Design" and forwarded to Congress on January 4, 1993, supports the double hull requirements for tank vessels as required by OPA 90 and did not recommend the approval of any alternatives to the double hull tanker design. The report did recommend that the Coast Guard support research and development of design assessment capabilities and continued evaluation of novel designs and

technology, reporting suitable alternatives to Congress when identified.

At the international level, the U.S. was instrumental in establishing a new double hull tanker design standard. At the 32nd session of the Marine Environment Protection Committee (MEPC) of the International Maritime Organization (IMO), IMO adopted double hull requirements for new and existing tankers. However, the U.S. reserved its position regarding the new international standard due to a number of differences with OPA 90. The major differences included: (1) the acceptance of the mid-deck tanker design as an alternative to double hull tankers, (2) differences in size limits for applicability, and (3) variances in the phaseout schedule for existing tankers. On December 23, 1992, the U.S. formally advised IMO that expressed approval of the U.S. Government would be required before the international standard may enter into force in the U.S. Thus, OPA 90 remains the standard for tankers entering U.S. waters.

III. EFFORTS TO INTERNATIONALIZE U.S. STANDARDS

The United States, through its Coast Guard representation at the International Maritime Organization, has taken a leadership role in support of an international double hull tanker standard. At the 30th session of the IMO's Marine Environment Protection Committee (MEPC 30) in November 1990, the U.S. proposed double hulls on all new tankers. At MEPC 31, the U.S. proposed the phase out of existing single hull tankers. As indicated above, at MEPC 32 in March 1992, IMO adopted double hull requirement for new tankers. As IMO agreed with the OPA 90 legislation in principle, and recognized the necessity for improved designs on new tankers and the phasing out of existing single hull tankers, the international standards were very much in line with the U.S. domestic rules. However, as stated above, there were a number of technical differences, including the acceptance of the mid-deck design, that resulted in the U.S. reserving its position with respect to the international standard.

In addition, since the mid-deck is a theoretical design, the U.S. played a major role in IMO's study to compare the effectiveness of the double hull and mid-deck tanker designs. The conclusion of the IMO Comparative Study stated that the mid-deck tanker was equivalent to the double hull and should be allowed as an international standard. The U.S. did not concur with the findings. However, the Coast Guard will continue to support the efforts of the IMO to develop international environmental performance standards for tankers, by finalizing guidelines for the evaluation of alternative tanker designs.

IV. IDENTIFICATION OF WHAT GROUPS ARE IN OPPOSITION/SUPPORT TO CHANGES IN EXISTING DOMESTIC/INTERNATIONAL STANDARDS

The double hull tanker requirement remains as contentious an issue today as it was during its genesis with OPA 90. Many groups voiced their support or opposition to the requirement during the formulation of OPA 90, and most still hold that same view now. Supporters or opponents of the double hull requirement came, both from within, and outside the maritime industry.

The groups that opposed the double hull requirement during the formulation of OPA 90 were primarily associations that represented ship owners and operators. The opponents of the requirement included: the American Institute of Merchant Shipping (AIMS), the Transportation Institute (TI), the American Petroleum Institute (API), and the International Association of Independent Tanker Owners (INTERTANKO). Since the passage of OPA 90, other groups have voiced their opposition to the double hull requirement. These newly vocal opponents include various international shipbuilding and design interests that endorse one or more alternative tanker designs, such as the Japanese support of the mid-deck tanker. Other opponents include a number of European ship designers.

The groups that supported the double hull requirement during the formulation of OPA 90 comprised the most unusual coalition. The Shipbuilders Council of America (SCA), with the hopes of revitalizing American shipbuilding, aligned with eight environmental groups, including: the National Wildlife Federation (NWF), the National Resources Defense Council (NRDC), the Oceanic Society, Friends of the Earth International (FOEI), the Northwest Fisheries Association, the National Audubon Society, the Sierra Club, and Greenpeace. For two very different reasons, these groups joined forces to support the double hull requirement during the development of OPA 90, and they remain in support of this requirement now.

Tom Bombardieri

INTERNATIONAL 226-3500

Oil Companies Propose Standards to Prevent Spills

Special to THE WALL STREET JOURNAL

BRUSSELS — Hoping to head off new Europewide restrictions on tankers, oil companies Friday proposed more frequent inspections and better training to prevent spills.

The Oil Companies International Marine Forum, a group of 34 companies involved in shipping and handling of oil, gas and petrochemicals, urged European Community governments "to refrain from excessive reactive and poorly considered regulation." It said safety is best ensured by strict enforcement of internationally accepted standards, worked out with the industry.

After the tanker Braer ran aground Jan. 5 in a storm and spilled 22 million gallons of crude off the Shetland Islands, the EC Commission and governments said they would consider ways to improve tanker safety. Last Thursday, the European Parliament called on the commission to propose a ban on all tankers more than 15 years old.

The oil industry forum said such a ban would be unnecessarily costly, since not all old tankers are unsafe, though many are poorly maintained.

"What we've got to do is identify those substandard ships and do something about them," said Ed Ball, the director of the London-based group. The group also said "it should be recognized that 80% of tanker casualties are attributed to human error."

EC transport and environment ministers are scheduled to meet today to discuss possible regulatory measures to prevent future accidents.

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By CARLA A
Staff Reporter of THE

WASHINGTON — follows through on c help speed the fall (face a policy heada political fight.

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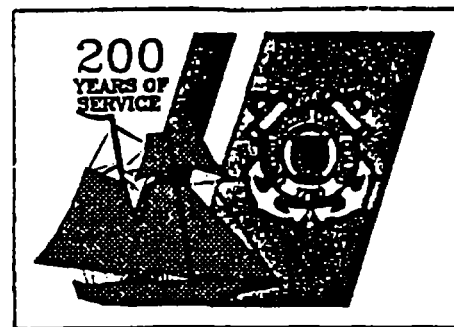
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Government Sale Of British Rail

PHOTOCOPY
PRESERVATION



TELEFAX COVER SHEET

PROGRAMS DIVISION
COMMANDANT (G-CPA)TELEFAX NUMBER (202) 267-~~XXXX~~
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TIMEFROM Commander Joel Whitehead
USCG Transition Point of Contact
PHONE (202) 267-2941TO Mr. Brad Wigg
FAX - 456-6216
PHONE 456-6225/6224NUMBER OF PAGES (INCLUDING COVER SHEET): 04SUBJECT: Background info on Oil Tanker SafetyCOMMENTS: We will have a background memo to you by tomorrow PM.
In advance of that, the attached background/point papers
(which were developed as part of our submission to the transition
team) are provided as a pre-read.

MEMORANDUM
OF CALL

Previous editions usable

TO:

Brad

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YOU WERE CALLED BY--

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YOU WERE VISITED BY--

Com. Whitehead

OF (Organization)

w/ Coast Guard

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PLEASE PHONE

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267 2941

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WILL CALL AGAIN

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IS WAITING TO SEE YOU

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RETURNED YOUR CALL

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WISHES AN APPOINTMENT

MESSAGE

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- do you want
this large report?
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RECEIVED BY

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DATE

1-29

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5:15

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STANDARD FORM 63 (Rev. 8-81)

Prescribed by GSA

☆ U.S.G.P.O. 1992 312-070-40024

FPMR (41 CFR) 101-11.6

MEMORANDUM
OF CALL

Previous editions usable

TO:

☐ YOU WERE CALLED BY-- ☐ YOU WERE VISITED BY--

482-3436

OF (Organization)

LYNN WEST IN ROCKVILLE

☐ PLEASE PHONE ☒ FRANK PARKER ☐ AUTOVON

COAST GUARD • 267-0358

☐ WILL CALL AGAIN D.O.T. ☐ IS WAITING TO SEE YOU

☐ RETURNED YOUR CALL ☐ WISHES AN APPOINTMENT

MESSAGE

X QUALITY *HOAA* *Office*
HOWARD DANLEY (301)
443-8213
Krauss

HAZARDOUS MATS. - DADE
(206) 526-6464

RECEIVED BY

DATE

TIME

63-110 NSN 7540-00-634-4018

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CONTACT

JB

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To: Brad Wiss/Katie McGinty

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Subj: Prevention of Oil Spills through Double Hulls

Date: January 27, 1993

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1. U.S. Requirement for Double Hulls

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Because of the phase-in schedule, OPA '90 also requires the Coast Guard to develop requirements to prevent spills from single-hulled vessels. These rules, not yet issued by the Coast Guard, could include tug escorts, compliance with vessel traffic systems, tank level pressure monitoring devices, and hydrostatic balanced loading.

2. International Standards

Until 1992, double hulls was also the international standard. But, in March 1992, a committee of the International Maritime Organization (IMO, a London-based group that sets international shipping standards) adopted the mid-deck design as an alternative to the double hull standard for the purpose of international tanker design rules. The IMO committee found that the mid-deck design -- features an intermediate oil-tight deck dividing the cargo tanks into upper and lower spaces, with double sides and a single bottom -- provides equivalent protection to the double hull design. The United States reserved its position at the IMO meeting, and on December 23, 1992, filed a formal declaration with the IMO stating that U.S. approval would be required before the alternative design could enter into force for the U.S. By submitting this declaration, the U.S. has reaffirmed the double hull design as the standard for all tankers entering U.S. waters.

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3. Opposition to Double Hulls

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One wonders, too, whether IMO will take a new look at tougher international standards in light of the recent, catastrophic oil spill in the Shetland Islands from the tanker Braer, a Liberian-registered tanker with a single hull.

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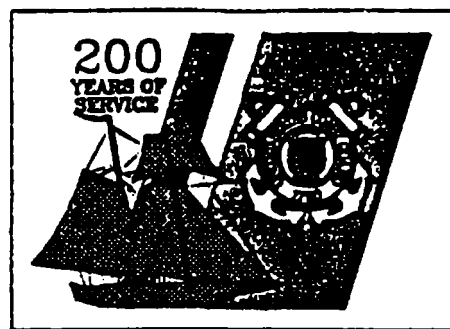
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1-29-93
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SUBJECT: Background info on Oil Tanker Safety

COMMENTS: We will have a background memo to you by tomorrow PM.
In advance of that, the attached background/point papers
(which were developed as part of our submission to the transition
team) are provided as a pre-read.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: PROTECTION OF THE MARINE ENVIRONMENT

Issue: The Coast Guard is the primary federal agency for marine environmental protection. Current initiatives in the protection of the marine environment include: fisheries conservation through protection of critical marine environments, oil spill preparedness, prevention and mitigation, polar region environmental protection, environmental compliance and restoration, formulation of international standards through the International Maritime Organization (IMO), and providing response assistance and training upon request of foreign governments.

Background: The most significant Coast Guard environmental protection initiatives are:

(1) Implementing The Oil Pollution Act of 1990 (OPA 90) oil tanker requirements such as double-hull construction and vessel response plans. A coordination program was initiated to avoid conflicts between Federal and state programs with similar environmental protection mandates. OPA 90 also required improvement and expansion of Vessel Traffic Service systems and established a \$1 billion Oil Spill Liability Trust Fund administered by the Coast Guard's National Pollution Fund Center.

(2) Implementing the UN Conference on Environment and Development, the UN blueprint for future worldwide environmental protection programs. Implementing the International Convention on Oil Pollution Preparedness, Response and Cooperation as the worldwide network for preparation and response to oil spills.

(3) The Arctic Environmental Protection Strategy and Protocol on Environmental Protection to the Antarctic Treaty for polar environmental protection.

(4) Implementing and executing programs for compliance with domestic and international environmental laws for its own vessels and facilities.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: DOUBLE HULL STANDARDS FOR VESSELS CARRYING
OIL IN BULK

Issue: OPA 90 Section 4115 requires that oil carrying vessels contracted for after June 30, 1990 must have double hulls. OPA 90 also mandated a study to determine whether other structural and operational tank vessel requirements will provide protection to the marine environment equal to or greater than that provided by double hulls and shall report to the Congress that determination and recommendations for legislative action.

Background: The Coast Guard published an Interim Final Rule (IFR) on August 12, 1992 which set standards for double hull design and construction.

As directed by OPA 90, the Coast Guard contracted with the National Academy of Sciences to study alternatives to double hulls. The NAS completed its study on February 25, 1991. IMO conducted a follow-up study to compare double hulls with the mid-deck design. IMO completed the comparison study on January 17, 1992, and concluded that the mid-deck is equivalent to double hulls with respect to oil outflow. IMO subsequently proposed Regulation 13F which considers the mid-deck design as equivalent. The U.S. did not concur with this conclusion and reserved its position on regulation 13F.

The Coast Guard contracted the Herbert Engineering Corporation to conduct an independent probabilistic oil outflow analysis of several alternative designs in addition to the double hull and mid-deck designs. The Herbert analysis was completed on July 2, 1992. Using the information from the NAS, the IMO and the Herbert studies, the Coast Guard has submitted a report to Congress. That report was approved by the Department of Transportation December 24, 1992.

Submitted by: United States Coast Guard
POC: CDR Joel Whitehead, G-CPA (267-2405)

Title: ALTERNATIVES TO DOUBLE HULL TANKER DESIGN

Issue: There has been some opposition to the OPA 90 requirement for double hulls. Several designs and operating methods have been suggested as possible acceptable alternatives. Among them are the "mid-deck" and underpressure designs, use of compartmentalization, and hydrostatic balance.

Background: (1) Double hulls are required by law, the Coast Guard has no discretion in substituting alternatives. Section 4115 of the Oil Pollution Act of 1990 (Pub. L. 101-380)(OPA 90) added section 3703a to title 46 U.S. Code, requiring a double hull to be fitted on a vessel carrying oil in bulk as cargo or cargo residue. Such a vessel that is constructed or undergoes major conversion under a contract placed on June 30, 1990 or later must have a double hull. An existing vessel must be fitted with a double hull in accordance with a timetable in 46 USC 3703a(c)(3), which commences in 1995.

(2) The Coast Guard has prepared a report to Congress on alternatives to double hulls. Section 4115(e) of OPA 90 tasked the Secretary of Transportation with determining whether other structural and operational tank vessel requirements would provide protection to the environment equal to or greater than that provided by double hulls. That report was approved by the Department of Transportation on December 24, 1992.

(3) The Coast Guard (representing the U.S.) is working to improve vessel design to reduce oil outflow in accidents. The issue of compartmentalization (cargo tank size) was reviewed by the IMO Sub-committees on Stability and Loadlines and on Fishing Vessels Safety at their 37th session held in early January 1993. Their review concluded that a probabilistic basis for calculating oil outflow provided the best tool to evaluate any alternatives that could be proposed.