

ORAL QUESTION H-0397/07

for Question Time at the part-session in June 2007  
pursuant to Rule 109 of the Rules of Procedure  
by Ioannis Varvitsiotis  
to the Commission

Subject:           Infringement of Regulation on single hull oil tankers

This year's revision (25 April 2007) of Regulation (EC) No. 417/2002<sup>1</sup> on the accelerated phasing-in of double hull or equivalent design requirements for single hull oil tankers states that: 'No oil tanker (...) 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.'

On the basis of the experience gained to date under Regulation (EC) No. 417/2002, will the Commission say what provision has been made for situations where oil tankers which do not fulfil the stipulated criteria put in at ports or offshore terminals of a Member State of the European Union?

What happens in the case of a vessel flying the flag of a third country? Is there provision for corresponding fines, penalties and/or a ban on entering ports? How are these provisions applied in practice and what details are available to date? Have there been similar cases in the Member States and how were they dealt with?

Tabled: 22.05.2007

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<sup>1</sup> OJ L 64, 7.3.2002, p. 1