

# MARPOL

## ANNEX VI AND NTC 2008

### WITH GUIDELINES FOR IMPLEMENTATION

2017 Edition

## Supplement

February 2019

*Since the publication of MARPOL Annex VI and NTC 2008, 2017 Edition, the Marine Environment Protection Committee (MEPC) has adopted resolutions amending MARPOL Annex VI. This supplement presents, in chronological order of their adoption, those amendments that either have entered into force or will have entered into force before the next consolidated edition has been published.*

| <b>Resolution</b> | <b>Amends</b>                                                           | <b>Date of entry into force</b> | <b>Page</b> |
|-------------------|-------------------------------------------------------------------------|---------------------------------|-------------|
| MEPC.286(71)      | <b>Annex VI</b><br>Chapter 3, Regulation 13<br>Appendix V               | 1 January 2019                  | 2           |
| MEPC.301(72)      | <b>Annex VI</b><br>Chapter 3, Regulation 13<br>Chapter 4, Regulation 21 | 1 September 2019*               | 4           |
| MEPC.305(73)      | <b>Annex VI</b><br>Chapter 3, Regulation 14<br>Appendix I               | 1 March 2020*                   | 5           |

\* Subject to acceptance.

# Resolution MEPC.286(71)

adopted on 7 July 2017

## MARPOL Annex VI

Regulations for the prevention of air pollution from ships

### Chapter 3 – Requirements for control of emissions from ships

#### Regulation 13

Nitrogen oxides (NO<sub>x</sub>)

#### Tier III

1 *In paragraph 5.1, after the words “an emission control area designated for Tier III NO<sub>x</sub> control under paragraph 6 of this regulation”, insert the words “(NO<sub>x</sub> Tier III emission control area)”.*

2 *The existing text of paragraph 5.1.2 is replaced by the following:*

**“.2** that ship is constructed on or after:

- .1** 1 January 2016 and is operating in the North American Emission Control Area or the United States Caribbean Sea Emission Control Area;
- .2** 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area;”

3 *Between paragraphs 5.1.2 and 5.1.3, the word “when” is deleted.*

4 *In paragraph 5.1.3, the words “an emission control area designated for Tier III NO<sub>x</sub> control under paragraph 6 of this regulation” are replaced by “a NO<sub>x</sub> Tier III emission control area”.*

5 *In paragraph 5.2.3, the word “convention” is replaced by “Convention”.*

6 *Insert new paragraphs 5.4 and 5.5, as follows:*

**“5.4** Emissions of nitrogen oxides from a marine diesel engine subject to paragraph 5.1 of this regulation that occur immediately following building and sea trials of a newly constructed ship, or before and following converting, repairing, and/or maintaining the ship, or maintenance or repair of a Tier II engine or a dual fuel engine when the ship is required to not have gas fuel or gas cargo on board due to safety requirements, for which activities take place in a shipyard or other repair facility located in a NO<sub>x</sub> Tier III emission control area are temporarily exempted provided the following conditions are met:

- .1** the engine meets the Tier II NO<sub>x</sub> limits; and
- .2** the ship sails directly to or from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable.

**5.5** The exemption described in paragraph 5.4 of this regulation applies only for the following period:

- .1** for a newly constructed ship, the period beginning at the time the ship is delivered from the shipyard, including sea trials, and ending at the time the ship directly exits the NO<sub>x</sub> Tier III emission control area(s) or, with regard to a ship fitted with a dual fuel engine, the ship directly exits the NO<sub>x</sub> Tier III emission control area(s) or proceeds directly to the nearest gas fuel bunkering facility appropriate to the ship located in the NO<sub>x</sub> Tier III emission control area(s);
- .2** for a ship with a Tier II engine undergoing conversion, maintenance or repair, the period beginning at the time the ship enters the NO<sub>x</sub> Tier III emission control area(s) and proceeds directly to the shipyard or other repair facility, and ending at the time the ship is released from the shipyard or other repair facility and directly exits the NO<sub>x</sub> Tier III emission control area (s) after performing sea trials, if applicable; or

- .3 for a ship with a dual fuel engine undergoing conversion, maintenance or repair, when the ship is required to not have gas fuel or gas cargo on board due to safety requirements, the period beginning at the time the ship enters the NO<sub>x</sub> Tier III emission control area(s) or when it is degassed in the NO<sub>x</sub> Tier III emission control area(s) and proceeds directly to the shipyard or other repair facility, and ending at the time when the ship is released from the shipyard or other repair facility and directly exits the NO<sub>x</sub> Tier III emission control area(s) or proceeds directly to the nearest gas fuel bunkering facility appropriate to the ship located in the NO<sub>x</sub> Tier III emission control area(s)."

### Emission control area

7 *The existing text of paragraph 6 is replaced by the following:*

"6 For the purposes of this regulation, a NO<sub>x</sub> Tier III emission control area shall be any sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex. The NO<sub>x</sub> Tier III emission control areas are:

- .1 the North American Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex;
- .2 the United States Caribbean Sea Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex;
- .3 the Baltic Sea Emission Control Area as defined in regulation 1.11.2 of Annex I of the present Convention; and
- .4 the North Sea Emission Control Area as defined in regulation 1.14.6 of Annex V of the present Convention."

### Appendix V

#### Information to be included in the bunker delivery note (regulation 18.5)

8 *The items listed in the Appendix are numbered from 1 to 9.*

9 *In item 7, the comma after "15°C" is deleted and the expression "kg/m<sup>3</sup>" is replaced by "(kg/m<sup>3</sup>)".*

10 *Item 9 is replaced with the following:*

"A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of this Annex and that the sulphur content of the fuel oil supplied does not exceed:

- the limit value given by regulation 14.1 of this Annex;
- the limit value given by regulation 14.4 of this Annex; or
- the purchaser's specified limit value of \_\_\_\_\_ (% m/m), as completed by the fuel oil supplier's representative and on the basis of the purchaser's notification that the fuel oil is intended to be used:
  - .1 in combination with an equivalent means of compliance in accordance with regulation 4 of this Annex; or
  - .2 is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology research in accordance with regulation 3.2 of this Annex.

The declaration shall be completed by the fuel oil supplier's representative by marking the applicable box(es) with a cross (x)."

# Resolution MEPC.301(72)

adopted on 13 April 2018

## MARPOL Annex VI

Regulations for the prevention of air pollution from ships

### Chapter 3 – Requirements for control of emissions from ships

#### Regulation 13

Nitrogen oxides ( $NO_x$ )

#### Tier III

1 In paragraph 5.3, the words “an emission control area designated under paragraph 6 of this regulation” are replaced with the words “a  $NO_x$  Tier III emission control area”.

### Chapter 4 – Regulations on energy efficiency for ships

#### Regulation 21

Required EEDI

2 In “Table 2 – Parameters for determination of reference values for the different ship types”, referred to in paragraphs 3 and 4, rows 2.34 and 2.35 for ro-ro cargo ships and ro-ro passenger ships are replaced by the following:

|                           |           |                                                                                |       |
|---------------------------|-----------|--------------------------------------------------------------------------------|-------|
| 2.34 Ro-ro cargo ship     | 1,405.15  | DWT of the ship                                                                | 0.498 |
|                           | 1,686.17* | DWT of the ship where<br>DWT $\leq$ 17,000*<br>17,000 where<br>DWT $>$ 17,000* |       |
| 2.35 Ro-ro passenger ship | 752.16    | DWT of the ship                                                                | 0.381 |
|                           | 902.59*   | DWT of the ship where<br>DWT $\leq$ 10,000*<br>10,000 where<br>DWT $>$ 10,000* |       |

\* To be used from phase 2 and thereafter.”

# Resolution MEPC.305(73)

adopted on 26 October 2018

## MARPOL Annex VI

Regulations for the prevention of air pollution from ships

### Chapter 3 – Requirements for control of emissions from ships

#### Regulation 14

*Sulphur oxides (SO<sub>x</sub>) and particulate matter*

#### General requirements

1 *Paragraph 1 is replaced by the following:*

“1 The sulphur content of fuel oil used or carried for use on board a ship shall not exceed 0.50% m/m.”

#### Requirements within emission control areas

2 *Paragraph 3 is replaced by the following:*

“3 For the purpose of this regulation, an emission control area shall be any sea area, including any port area, designated by the Organization in accordance with the criteria and procedures set forth in appendix III to this Annex. The emission control areas under this regulation are:

- .1 the Baltic Sea area as defined in regulation 1.11.2 of Annex I of the present Convention;
- .2 the North Sea area as defined in regulation 1.14.6 of Annex V of the present Convention;
- .3 the North American Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex; and
- .4 the United States Caribbean Sea Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex.”

3 *Paragraph 4 is replaced by the following:*

“4 While a ship is operating within an emission control area, the sulphur content of fuel oil used on board that ship shall not exceed 0.10% m/m.”

4 *The subtitle “Review provision” and paragraphs 8, 9 and 10 are deleted.*

#### Appendix I

#### Form of International Air Pollution Prevention (IAPP) Certificate (regulation 8)

SUPPLEMENT TO INTERNATIONAL AIR POLLUTION PREVENTION CERTIFICATE  
(IAPP CERTIFICATE)

RECORD OF CONSTRUCTION AND EQUIPMENT

#### 2 Control of emissions from ships

#### 2.3 Sulphur oxides (SO<sub>x</sub>) and particulate matter (regulation 14)

5 *Paragraphs 2.3.1 and 2.3.2 are replaced by the following and a new paragraph 2.3.3 is added as follows:*

“2.3.1 When the ship operates outside of an emission control area specified in regulation 14.3, the ship uses:

- .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.50% m/m, and/or .....

- .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.50% m/m. . . . .
- 2.3.2 When the ship operates inside an emission control area specified in regulation 14.3, the ship uses:
  - .1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of 0.10% m/m, and/or. . . . .
  - .2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6 that is at least as effective in terms of SO<sub>x</sub> emission reductions as compared to using a fuel oil with a sulphur content limit value of 0.10% m/m. . . . .
- 2.3.3 For a ship without an equivalent arrangement approved in accordance with regulation 4.1 as listed in paragraph 2.6, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery notes . . . . .