

**21 December 2018****Environment Protection****Circular No 25****Information on amendments of Annex VI to  
the MARPOL Convention**

At IMO MEPC 71<sup>st</sup> session the amendments of the Annex VI to the MARPOL Convention related to designation of the Baltic Sea and the North Sea Emission Control Areas for NO<sub>x</sub> Tier III control and the information to be included in the bunker delivery note were adopted. These amendments were adopted by Resolution **MEPC.286(71)** with the entry-into-force date **1 January 2019**.

This Resolution includes two amendments as follows:

**1. NO<sub>x</sub> Emission Control Areas (NECA)**

Amendments to Regulation 13 of Annex VI (*Nitrogen oxides (NO<sub>x</sub>)*) provide that stringent NO<sub>x</sub> emission standard (Tier III) will apply to marine diesel engine, with a power output of more than 130 kW installed on a ship, if the ship is to visit the Baltic or the North Sea in addition to existing the North American and the United States Caribbean Sea Emission Control Area<sup>1</sup>. This emission standard will apply to ships constructed **on or after 1 January 2021** while ship is in the Baltic Sea or the North Sea emission control areas as established by the resolution mentioned in this Circular. These amendments also include temporary exemptions for ships fitted with dual-fuel engines or with Tier II engines to be built, converted, repaired and/or maintained in shipyard located in NO<sub>x</sub> emission control area.

Amendments in Regulation 13 of Annex VI to MARPOL Convention are made in following paragraphs:

- ✓ Paragraph 5 is amended by adding subparagraph 1.2 – which ships are required to follow the requirements of NO<sub>x</sub> Tier III standard while in the Baltic Sea or the North Sea emission control areas, i.e., ships constructed on or after January 2021;
- ✓ Paragraph 5 is amended by adding subparagraph 4, where temporary exemptions are applied to ships with marine engines not complying NO<sub>x</sub> Tier III standards after construction works or repairs in shipyard located in NECA, as well as by adding subparagraph 5 with permitted particular time periods for which these temporary exemptions apply;
- ✓ Paragraph 6 is amended by adding two subparagraphs where the Baltic Sea or the North Sea respectively are determined as NO<sub>x</sub> emission control areas.

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<sup>1</sup> Regulation 13.6 of Annex VI to MARPOL Convention.

## 2. Bunker Delivery Note (BDN)

By the amendments in Appendix V of Annex VI the additional information to be included in BDN is supplemented. Bearing in mind more stringent provisions on global sulphur content in ships' fuel oils coming into force in 2020, i.e., 0.50% m/m, this additional information provides clarity on where and how to make sulphur content entries for delivered high sulphur fuel oil, providing that this fuel oil will be used in combination with an equivalent means of compliance (Regulation 4 of Annex VI (Equivalents)) or during trials for sulphur oxides emission reduction and control technology research (Regulation 3.2 of Annex VI (Exceptions and exemptions)).

So far the BDN did not provide any derogation. In that case ships would have to use low sulphur fuel oil even if this fuel oil will be used in combination with an equivalent means of compliance, e.g., Exhaust Gas Cleaning system (EGCS).

Amendments provide that fuel oil supplier shall state what fuel oil is delivered by indicating one of the following options:

- The limit value given by regulation 14.1 of this Annex (*3.50% m/m or 0.50% m/m on or after 2020*);
- The limit value given by regulation 14.4 of this Annex (*0.10% m/m*);

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; or
  - .2 conducting trials for sulphur oxides emission reduction and control technology research.

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