



TECHNICAL CIRCULAR No. 561 of 07<sup>th</sup> June 2019

To: All Surveyors/Auditors

Applicable to flag: All Flags

**Air Pollution and Energy Efficiency**

Reference: IMO's Marine Environmental Protection Committee

**Air Pollution and Energy Efficiency**

**Draft amendments to MARPOL Annex VI.**

The Committee approved amendments to regulations 1, 2, 14, 18, 20 21 and appendices I and VI of MARPOL Annex VI, with a view to adoption at MEPC 75, which:

- a. Provide definitions of sulphur content, low flashpoint fuel, MARPOL delivered sample, in-use sample and on-board sample.
- b. Require mandatory reporting of required and attained EEDI and other relevant information for ships subject to Regulation 21 (required EEDI).
- c. Accelerate EEDI Phase 3 in 2022 (from 2025) and increase the reduction factors for specific ship types/sizes.
- d. Amend the EEDI reference line parameters for bulk carriers. (Increase the required EEDI for large bulkers above 279,000dwt).
- e. Amend the Supplement of the IAPP Certificate for confirmation of the designated sampling point.
- f. Simplify the verification procedure in appendix VI of MARPOL annex VI for the "MARPOL delivered fuel oil sample" and to add verification procedure for the "in-use sample" and the "on board sample". To ensure a consistent approach to verifying the sulphur limit of the fuel oil delivered to, in-use or carried for use on board a ship until the entry into force of the approved amendments, the Committee approved MEPC.1/Circ.881 inviting Member Governments to apply the approved amendments related to the verification procedure, in advance of their entry into force.

**Draft 2019 guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI.**

Taking into account the 1 January 2020 global implementation of 0.50% sulphur limit for the fuel oil used on board and the 1 March 2020 carriage ban of non-compliant fuel, the Committee adopted the subject Guidelines which will be published as a Resolution shortly. The draft final fuel oil non-availability report (FONAR) is included in the Guideline. The FONAR is to include a description of the voyage plan, evidence of past attempts, and future plans, to obtain compliant fuel, operational

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constraints that prevented the use of compliant fuel and records of previously filed FONARs.

**Draft 2019 guidelines for port State control under MARPOL Annex VI.**

The Committee adopted amendments to the 2009 PSC Guidelines intended to provide basic guidance on the conduct of port State control inspections for compliance with MARPOL Annex VI and afford consistency in the conduct of these inspections, the recognition of deficiencies and the application of control procedures. The 2019 PSC Guidelines would be issued as an MEPC resolution to support the consistent and effective implementation of the global 0.50% sulphur limit. A new appendix included in the revised Guidelines, providing guidance to port State control officers in the case that non-availability of compliant fuel is claimed by a ship used the Fuel Oil Non-Availability Report (FONAR).

**Draft Guidance for port State control on contingency measures for addressing non-compliant fuel oil.**

The Committee approved the subject Guidance which will be published as MEPC.1/Circ.882. This new Circular provides guidance to the port State, flag State, ship-operators and other stakeholders concerned on how the ship should handle the remaining non-complaint fuel on board after a FONAR. In the case of non-compliant fuel oil, communication between the ship and the port State should occur. The ship and the port State should consider possible contingency measures like actions predetermined in the Ship implementation plan, discharging non-compliant fuel oil to another ship to be carried as cargo or to an appropriate shipboard or land-based facility, managing the non-compliant fuel oil, modifying sailing or bunkering schedules and/or retention of non-compliant fuel oil on board the ship. After the non-compliant fuel oil is completely used or discharged, further actions should include the possibility of cleaning and/or flushing through or dilution of remaining residues by using compliant fuel oil with the lowest sulphur content available

**Draft MEPC circular on Guidance on temporary indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the EGCS fails to meet the provisions of the guidelines**

The Committee approved the subject Guidance as MEPC.1/Circ.884, applicable for those ships that will operate an exhaust gas cleaning system (EGCS) which will provide guidance to the attention of Administrations, port State control authorities, industry, relevant shipping organizations, shipping companies and other stakeholders concerned on how they should handle unexpected issues during the operation of an EGCS such as:

- System malfunction that leads to emission exceedance
- Short-terms exceedances of the applicable Emissions Ratio
- Interim indication of on-going compliance in the case of sensor failure,

Any EGCS malfunction that lasts more than one hour, or repetitive malfunctions should be reported to the flag and port States Administration along with an explanation of the steps the ship operator is taking to address the failure. At their discretion, the flag and port State's Administration could take such information and other relevant circumstances into account to determine the appropriate action to take in the case of an EGCS malfunction, including not taking action.

**Draft amendments to the 2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships (resolution MEPC.308(73))**

The Committee adopted amendments to the current 2018 EEDI Calculation Guidelines introducing a new factor (fm) for ice-classed ships having IA Super and IA. The committee also noted and a new section 3 describing the information to be reported to the EEDI database for every ship subject to Regulation 21 (Required EEDI) for adoption at the next session.). Information to be reported are as follows:

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1. applicable EEDI phase (e.g. phase 1, phase 2, etc.);
2. identification number (IMO Secretariat use only);
3. ship type;
4. common commercial size reference<sup>2</sup> (see Note (3) in appendix 5 of these Guidelines), if available;
5. DWT or GT (as appropriate);
6. year of delivery;
7. required EEDI value;
8. attained EEDI value;
9. dimensional parameters (length LPP (m), breadth Bs (m), and draught (m));
10. V<sub>ref</sub> (knots) and PME (kW);
11. use of innovative technologies (4th and 5th terms in the EEDI equation, if applicable);
12. short statement<sup>2</sup> describing the principal design elements or changes employed to achieve the attained EEDI (as appropriate), if available;
13. type of fuel used in the calculation of the attained EEDI, and for dual fuel engines, the f<sub>DF</sub> gas ratio; and
14. ice class designation (if applicable)

The above information is not required to be reported for ships for which the required and attained EEDI values had been already reported to IMO.

**2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships**

PPR 6 had agreed to a draft MEPC circular on 2019 guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships which establish an agreed method for sampling to enable effective control and enforcement of liquid fuel oil being used on board ships under the provisions of MARPOL Annex VI. Following consideration, the Committee approved MEPC.1/Circ.864/Rev.1 (which supersedes the current MEPC.1/Circ.864) on the 2019 guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships

**Draft MSC-MEPC circular on delivery of compliant fuel oil by suppliers**

As instructed by MSC 100, PPR 6 had developed a joint MSC-MEPC circular addressing the delivery of compliant fuels by suppliers, with a view to approval by MEPC 74 and MSC 101. According to the draft MSC-MEPC circular it is recommended that Member States should take appropriate action to ensure that fuel oil suppliers under their jurisdiction deliver compliant fuel oil. Parties undertake to ensure that appropriate authorities designated by them take action as appropriate against fuel oil suppliers that have been found to deliver fuel oil that does not comply with that stated on the bunker delivery note.

Following consideration, the Committee approved, subject to concurrent approval by MSC 101, the draft MSC-MEPC circular on delivery of compliant fuel oil by suppliers.

**Guidance for best practice for Member States/coastal States.**

The Committee approved the subject Guidance as MEPC.1/Circ.883, intended to assist Member States in carrying out their responsibilities under MARPOL Annex VI, to ensure effective implementation and enforcement of statutory requirements of that Annex mainly related with:

- on how to promote availability of compliant fuel oil:
- handling of notifications of the non-availability of compliant fuel oil
- fuel oil quality
- inspection of bunker delivery notes by competent authorities

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- the maintaining of a register of local suppliers of fuel oil:  
Recognizing the usefulness of a voluntary licensing scheme for bunker suppliers to help ensure the quality and compliance of fuel oil a new paragraph included at the end of the Guidance recommending Member States, or other relevant authorities, desiring to do so may decide to establish or promote a licensing scheme for bunker suppliers.

REFERENCES:

- MEPC 74
- ATTACHMENTS: No

Kindest Regards,  
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