



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Amendments to MARPOL Annex VI

To : Shipowners, Ship Managers, Operators, Master, Officers, Classification Societies and Fuel Oil Suppliers

Summary

This Note is to advise the parties concerned that IMO has adopted the amendments to the MARPOL Annex VI and the NO_x Technical Code. The amendments will enter into force internationally on **1 July 2010**.

1. The Marine Environment Protection Committee (MEPC) at its 58th session in October 2008 adopted, by resolutions MEPC.176(58) and MEPC.177(58), the amendments to the MARPOL Annex VI - "Regulations for the Prevention of Air Pollution from Ships" and amendments to the NO_x Technical Code, respectively. The aforementioned amendments will come into force internationally on **1 July 2010**.
2. The main changes to the MARPOL Annex VI include:
 - (i) Progressive reduction of the fuel oil global sulphur cap initially to 3.5 %, effective from 1 January 2012 (from the current 4.5 %); to 0.5 %, effective from 1 January 2020, subject to a feasibility review to be completed not later than 2018. The limits applicable in Sulphur Emission Control Areas (SECAs) would be reduced to 1.0 %, beginning on 1 July 2010 (from the current 1.5 %); and further to 0.1 %, effective from 1 January 2015.
 - (ii) Progressive reductions in NO_x emissions for "Tier II" marine engines installed on a ship constructed on or after 1 January 2011 down to 14.4 g/kWh (from the current 17.0 g/kWh); and with the most stringent controls for "Tier III" engines installed on ships constructed on or after 1 January 2016, operating in Emission Control Areas.
 - (iii) Existing diesel engine with a power output of more than 5,000 kW and a displacement per cylinder at or above 90 litres installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000, will have to comply with the "Tier I" emission limit (17.0 g/kWh) when Approved Methods for the engines are available and certified.

- (iv) Volatile Organic Compounds (VOC) Management Plan is required for a tanker carrying crude oil.
- (v) Ozone Depleting Substances (ODS) Record Book is required for ODS rechargeable systems onboard.

3. The amendments to the NOx Technical Code include provisions for direct measurement and monitoring methods, a set of certification procedures for existing engines, and test cycles to be applied to Tier II and Tier III engines.

4. As the resolutions MEPC.176(58) and MEPC.177(58) are bulky documents, they are not issued as annexes to this Note. However, the documents are available as attachments to this Note on the webpage of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).

5. Shipowners, Ship Managers, Operators, Master, Officers, Classification Societies and Fuel Oil Suppliers are advised to note and where appropriate, take steps to comply with the amendments to the MARPOL Annex VI and the NOx Technical Code.

Marine Department
Multi-lateral Policy Division

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