



香港商船資訊

HONG KONG MERCHANT SHIPPING INFORMATION NOTE

Control of Fuel Oil Quality under the revised MARPOL Annex VI

To : *Shipowners, Ship Managers, Operators, Masters, Officers and Fuel Oil Suppliers*

Summary

This Note advises that IMO has adopted the “2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI”, which will come into effect from 1 July 2010. This Note also provides guidance to masters and ship operators on actions that should be taken if the fuel oil delivered onboard is subsequently found not complying with Annex VI requirements.

1. The IMO Marine Environment Protection Committee (MEPC) at its 59th session in July 2009 adopted, by resolutions MEPC.182(59), the “2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI”, which will come into effect from **1 July 2010**.
2. The resolution MEPC.182(59) can be found as attachment to this Note on the webpage of Marine Department (<http://www.mardep.gov.hk/en/msnote/msin.html>).
3. Shipowners, Ship Managers, Operators, Masters, Officers and Fuel Oil Suppliers are advised to note the information provided in the above Guidelines.
4. In case it is subsequently discovered that the fuel oil delivered onboard a Hong Kong registered ship is not of a quality in compliance with the revised MARPOL Annex VI requirements despite the details stated in the bunker delivery note (BDN), the following actions should be taken by the ship master:
 - (a) Obtain the evidence and documentation (e.g., laboratory test report) that the fuel oil is not actually up to the quality as stated in the BDN, and that the fuel oil quality is not complying with Annex VI requirements.

- (b) Report the matter in writing to the Senior Surveyor/Cargo Ship Safety (fax no.: (852) 2545 0556, e-mail address: ss_css@mardep.gov.hk) of the Marine Department. The report should be accompanied by all the relevant documentation supporting the allegation.
- (c) Stop using the fuel oil that is not complying with Annex VI requirements for propulsion and the operation of the ship.
- (d) Keep all evidence onboard (for the purpose of port State inspection) to show that the ship master has taken all reasonable steps to comply with the requirements of Annex VI, and that arrangements have been made to ensure that the fuel oil would not be used for propulsion or ship operation once it is known not to comply to Annex VI requirements.
- (e) Consider the appropriate remedial actions to be taken to bring the non-compliant fuel oil into compliance with Annex VI requirements; and keep Marine Department fully informed of any actions taken in that respect.

5. The Hong Kong Merchant Shipping Information Note No. 38/2005 will be revoked as from 1 July 2010.

Marine Department
Multi-lateral Policy Division

14 January 2010