

**BỘ GIAO THÔNG VẬN TẢI  
CỤC HÀNG HẢI VIỆT NAM**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM  
Độc lập - Tự do - Hạnh phúc**

Số: *1550* /CHHVN-KHCNMT  
V/v triển khai quy định tại Phụ lục VI  
Công ước MARPOL về kiểm soát hàm  
lượng lưu huỳnh trong dầu nhiên liệu  
sử dụng trên tàu biển

Hà Nội, ngày *14* tháng 5 năm 2019

Kính gửi: Các Cảng vụ hàng hải.

Nhằm mục đích giảm thiểu khí thải nhà kính, bảo vệ sức khỏe cộng đồng và bảo vệ môi trường, ngày 28/10/2016, Tổ chức Hàng hải quốc tế (IMO) đã thông qua Nghị quyết MEPC.280(70) quyết định về thời điểm hiệu lực thi hành quy định về tiêu chuẩn của dầu nhiên liệu theo Quy định 14.1.3 của Phụ lục VI MARPOL (MEPC.280(70)), theo đó, từ ngày 01/01/2020 trở đi, tất cả các tàu phải sử dụng nhiên liệu hàng hải với hàm lượng lưu huỳnh tối đa là 0,5% so với mức giới hạn hiện nay là 3,5%.

Để việc thực thi của các tàu được nhất quán, tại kỳ họp lần thứ 73 của Ủy ban Bảo vệ môi trường, Tổ chức Hàng hải quốc tế đã phê chuẩn Thông tri MEPC.1/Circ.878 ngày 09/11/2018 về Hướng dẫn xây dựng kế hoạch thực thi cho việc thực hiện nhất quán của tàu về giới hạn hàm lượng lưu huỳnh 0,5% theo quy định của Phụ lục VI Công ước MARPOL (MEPC.1/Circ.878) và Nghị quyết MEPC.305(73) ngày 26/10/2018 về các sửa đổi Phụ lục của Nghị định thư năm 1997 sửa đổi Công ước quốc tế về ngăn ngừa ô nhiễm do tàu gây ra năm 1973, được sửa đổi bởi Nghị định thư năm 1978, các sửa đổi về Phụ lục VI MARPOL (MEPC.305(73)).

Thông tri MEPC.1/Circ.878 ngày 09/11/2018 hướng dẫn khuyến khích các tàu mang cờ quốc tịch quốc gia cần chuẩn bị, thực hiện các hành động để tuân thủ các quy định về giới hạn hàm lượng lưu huỳnh 0,5% từ ngày 01/01/2020 và đưa ra mẫu hỗ trợ cho việc xây dựng kế hoạch thực hiện của tàu (Ship Implementation Plan (SIP)) cùng với các hướng dẫn bổ sung về tác động đối với hệ thống máy của tàu và làm sạch két chứa nhiên liệu. Nghị quyết MEPC.305(73) ngày 26/10/2018 ban hành các sửa đổi Phụ lục VI Công ước MARPOL cấm vận chuyển dầu nhiên liệu không phù hợp (non-compliant fuel oil) đối với mục đích động lực đẩy và hoạt động trên tàu liên quan đến Phụ lục 14 và Phụ chương I Phụ lục VI Công ước MARPOL.

Ngày 21/12/2018, Tokyo-MOU và Paris-MOU đã ra Thông cáo báo chí về Chiến dịch thông tin kết hợp “Cảnh báo sớm trên toàn cầu năm 2020 đối với việc tuân thủ ngưỡng hàm lượng lưu huỳnh trong dầu nhiên liệu”, nhằm mục đích tạo thuận lợi cho việc thực hiện nhất quán quy định về hàm lượng lưu huỳnh tối đa 0,5% có trong dầu nhiên liệu hàng hải sẽ có hiệu lực từ ngày 01/01/2020 theo Quy định 14 và 18 Phụ lục VI Công ước MARPOL. Chiến dịch này kéo dài từ ngày 01/01/2019 đến ngày 31/12/2019.



Thực hiện Công văn số 2616/BGTVT-MT ngày 21/3/2019 của Bộ Giao thông vận tải về triển khai quy định tại Phụ lục VI Công ước MARPOL về kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu sử dụng trên tàu biển và các nội dung nêu trên, Cục Hàng hải Việt Nam đề nghị các Cảng vụ hàng hải thực hiện nội dung sau:

1. Tổ chức nghiên cứu thực hiện các quy định IMO thông qua liên quan về kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu: Nghị quyết MEPC.280(70) ngày 28/10/2016, Thông tri MEPC.1/Circ.878 ngày 09/11/2018 và Nghị quyết MEPC.305(73) ngày 26/10/2018 và Thông cáo báo chí ngày 21/12/2018 về Chiến dịch thông tin kết hợp giữa Tokyo-MOU và Paris-MOU “Cảnh báo sớm trên toàn cầu năm 2020 đối với việc tuân thủ ngưỡng hàm lượng lưu huỳnh trong dầu nhiên liệu”.

2. Tuyên truyền, phổ biến và thông báo cho các chủ tàu, công ty quản lý, khai thác tàu biển, thuyền trưởng của Việt Nam và nước ngoài hoạt động tại vùng nước cảng biển thuộc phạm vi quản lý của các Cảng vụ hàng hải về các quy định của Tổ chức Hàng hải quốc tế nêu trên và Chiến dịch thông tin kết hợp giữa Tokyo-MOU và Paris-MOU và gửi thư cảnh báo sớm về tuân thủ ngưỡng hàm lượng lưu huỳnh trong dầu nhiên liệu (theo mẫu đính kèm Thông cáo báo chí của Tokyo-MOU và Paris-MOU) nhằm tăng cường nhận thức, việc thực thi các quy định cho các công ty và thuyền viên đối với việc kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu sử dụng trên tàu biển.

Trong đó, lưu ý mục đích của Thông tri MEPC.1/Circ.878 là khuyến khích các tàu mang cờ quốc tịch quốc gia xây dựng kế hoạch thực hiện của tàu (SIP) để tuân thủ quy định về giới hạn hàm lượng lưu huỳnh, SIP không phải là yêu cầu bắt buộc, tuy nhiên việc không có kế hoạch thực hiện của tàu hoặc kế hoạch thực hiện của tàu không đầy đủ không được coi là chứng cứ rõ ràng để Cơ quan Kiểm tra Nhà nước cảng biển (PSC) thực hiện việc kiểm tra chi tiết với tàu. Do đó, việc thực hiện các nội dung trong Thông tri MEPC.1/Circ.878 là bằng chứng giúp cho các chủ tàu, công ty vận tải biển, thuyền trưởng thực thi hiệu quả quy định về giới hạn hàm lượng lưu huỳnh 0,5% có trong dầu nhiên liệu hàng hải.

3. Thông báo, phổ biến các quy định tại Nghị quyết MEPC.305(73) ngày 26/10/2018, các quy định liên quan đến kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu hàng hải cho các đơn vị cung ứng nhiên liệu cho tàu biển và các tổ chức, cá nhân có liên quan.

4. Chủ động phối hợp với các đơn vị chức năng có liên quan tăng cường thực hiện kiểm tra việc cung ứng, sử dụng dầu nhiên liệu cho tàu biển có hàm lượng lưu huỳnh phù hợp theo quy định tại Phụ lục VI Công ước MARPOL tại vùng nước cảng biển thuộc phạm vi quản lý của các Cảng vụ hàng hải.

5. Rà soát, lập danh sách thông tin các tổ chức, cá nhân cung ứng dầu nhiên liệu cho tàu biển đáp ứng các quy định của IMO theo hướng dẫn quy định tại Phụ lục Thông tri MEPC.1/Circ.880 ngày 09/11/2018 báo cáo về tính sẵn có của dầu nhiên liệu đáp ứng phù hợp với Quy định 18.1 Phụ lục VI Công ước MARPOL gửi về Cục Hàng hải Việt Nam **trước ngày 30/6/2019** để tổng hợp, cập nhật lên Hệ thống thông tin vận tải biển tích hợp toàn cầu (GISIS) của IMO.

Mọi thông tin liên quan, thắc mắc đến kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu sử dụng trên tàu biển đề nghị các Cảng vụ hàng hải liên hệ về Cục Hàng hải Việt Nam (qua Phòng KH-CN&MT, số điện thoại: 097.4392955/024.3.7683195, fax: 024.3.7683058, email: anhttt@vinamarine.gov.vn; Phòng AT&ANHH, số điện thoại: 024.3.7683194/0904113354, email: safetydept@vinamarine.gov.vn) để được hướng dẫn.


(gửi kèm theo Công văn số 2616/BGTVT-MT ngày 21/3/2019, Nghị quyết MEPC.280(70) ngày 28/10/2016, Thông tri MEPC.1/Circ.878 ngày 09/11/2018, Nghị quyết MEPC.305(73) ngày 26/10/2018, Thông cáo báo chí ngày 21/12/2018 giữa Tokyo-MOU và Paris-MOU và Thông tri MEPC.1/Circ.880 ngày 09/11/2018).

Cục Hàng hải Việt Nam thông báo để các Cảng vụ hàng hải biết, thực hiện./

**Nơi nhận:**

- Như trên;
- Cục trưởng (để b/c);
- PCT Bùi Thiện Thu (để biết);
- Các phòng: ATANHH, VT&DVHH (để biết th/h);
- Văn phòng IMO (để biết th/h);
- Lưu: VT, KHCNMT (02b).

**KT. CỤC TRƯỞNG**  
**PHÓ CỤC TRƯỞNG**



Nguyễn Hoàng

**BỘ GIAO THÔNG VẬN TẢI**

**CỘNG HÒA XÃ HỘI CHỦ NGHĨA VIỆT NAM**  
**Độc lập - Tự do - Hạnh phúc**

Số: 246 /BGTVT-MT

Hà Nội, ngày 21 tháng 3 năm 2019

V/v triển khai quy định tại Phụ lục VI Công ước MARPOL về kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu sử dụng trên tàu biển.

CỤC HÀNG HẢI VIỆT NAM	
CÔNG VĂN ĐIỂN	
Số: <u>№ 3790</u>	
T. gian đến: <u>h. 25-03-2019</u>	
T. gian chuyển lại: <u>h. 26-03-2019</u>	

Kính gửi:

- Cục Hàng hải Việt Nam;
- Cục Đăng kiểm Việt Nam.

Triển khai quy định tại Phụ lục VI Công ước quốc tế về Ngăn ngừa ô nhiễm do tàu gây ra (MARPOL) của Tổ chức Hàng hải quốc tế (IMO) về kiểm soát hàm lượng lưu huỳnh trong dầu nhiên liệu sử dụng trên tàu biển, Bộ Giao thông vận tải giao nhiệm vụ như sau:

1. Cục Hàng hải Việt Nam:

a) Tổ chức nghiên cứu quy định về chất lượng dầu nhiên liệu và cung ứng cho tàu biển tại các cảng biển của Phụ lục VI Công ước MARPOL, Nghị quyết MEPC.305(73) ngày 26/10/2018 và chỉ đạo:

- Thông báo các tổ chức, cá nhân cung ứng dầu nhiên liệu cho tàu biển tuân thủ thực hiện;
- Cảng vụ hàng hải rà soát, lập danh sách các tổ chức, các nhân cung ứng dầu nhiên liệu cho tàu biển đáp ứng quy định của IMO.

b) Báo cáo IMO về chất lượng dầu nhiên liệu và cung ứng cho tàu biển tại các cảng biển Việt Nam thông qua Môđun Phụ lục VI Công ước MARPOL của hệ thống GISIS theo hướng dẫn tại Thông tư MEPC.1/Circ.880 ngày 09/11/2018.

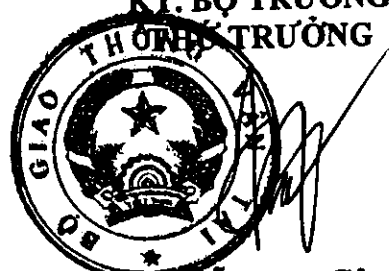
2. Cục Đăng kiểm Việt Nam:

a) Nghiên cứu, đề xuất nội luật hóa các quy định tại Nghị quyết MEPC.305(73) ngày 26/10/2018 và hướng dẫn việc thực hiện.

b) Nghiên cứu, phổ biến chủ tàu biển xây dựng kế hoạch của tàu thực hiện quy định về giới hạn nồng độ 0,50% lưu huỳnh trong dầu nhiên liệu theo hướng dẫn tại Thông tư MEPC.1/Circ.878 ngày 09/11/2018./

**Nơi nhận:**

- Như trên;
- Bộ trưởng (để b/c);
- Vụ HTQT; Vụ PC;
- Hiệp hội chủ tàu Việt Nam;
- Lưu: VT, MT (Thuyết).

KT. BỘ TRƯỞNG  
THỨ TRƯỞNG  
  
Nguyễn Văn Công



# Press release

**Paris MoU**   
on Port State Control

21 December 2018

## **EARLY WARNING ON GLOBAL 2020 SULPHUR CAP COMPLIANCE**

**The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will start issuing a letter of warning from 1 January 2019 on the sulphur content of marine fuels during inspections in order to increase awareness of and to encourage timely compliance with the new requirements.**

The requirement of maximum sulphur content of 0.50% m/m for marine fuel oil will enter into force on 1 January 2020, which is known as the global 2020 sulphur cap. The implementation of the global 2020 sulphur cap will have considerable implications on ship operators, the fuel oil supply chain and the industry as a whole.

For the purpose of facilitating smooth and consistent implementation of the global 2020 sulphur cap, the Tokyo and the Paris Memoranda will carry out a joint information campaign by issuing a letter of warning to ships during inspections from 1 January to 31 December 2019. The aim is to increase awareness of the ships' crew and company on the matter and to remind and encourage compliance with Regulations 14<sup>1,2</sup> and 18 of MARPOL Annex VI from 1 January 2020.

The letter of warning will be issued to ships found not yet ready for compliance with the relevant requirements that will enter into force on 1 January 2020.

The letter of warning which may be issued is attached to the press release.

---

<sup>1</sup> In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m

<sup>2</sup> As amended by MEPC.305(73)

Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: <a href="mailto:secretariat@parismou.org">secretariat@parismou.org</a> Web-site: <a href="http://www.parismou.org">www.parismou.org</a></p>	<p>Mr. Hideo KUBOTA Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: <a href="mailto:secretariat@tokyo-mou.org">secretariat@tokyo-mou.org</a> Web-site: <a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

**MEMORANDUM OF UNDERSTANDING ON  
PORT STATE CONTROL IN THE ASIA-PACIFIC REGION**



To the Master of

IMO No

Flag State

Date

**LETTER OF WARNING  
MARPOL Annex VI  
Sulphur Oxides (SOx) and Particulate Matter (Regulation 14)**

Dear Captain,

This letter is to bring to your attention the new regulation on sulphur content of fuel oils used on board from **1 January 2020**. From that date all ships subject to MARPOL Annex VI are, in principle, required to use on board fuel oils with a sulphur content of maximum 0.50% m/m in compliance with MARPOL Annex VI Regulation 14<sup>2</sup>, or use an alternative emission reduction and control technologies to comply with the emission standard.

From 1 January 2020 Port State Control Officers of the Tokyo MOU will check compliance with these regulations through the bunker delivery notes and related ships' log books and records and by means of sampling from the fuel lines.

The following check boxes indicate the areas investigated:

- 1 SOx records
- 2 Sulphur oxides
- 3 Sulphur content of fuel used
- Alternative arrangements (SOx)

Deficiencies in the areas listed above may be recorded by the Tokyo MOU if the regulations were in place now.

From 1 January 2020 Port State Control Officers will put their emphasis on the following items:

- 1 That the ship carries on board fuel oil with a sulphur content depending on the area of operation
- 2 There are records of the bunker delivery notes (BDNs) and associated samples or records thereof are kept on board
- 3 There are written procedures covering fuel oil change over operations where appropriate exist on board
- 4 That the Master and ship's personnel are familiar with essential fuel oil management procedures
- 5 That the ship has an appropriate approval for any installed exhaust gas cleaning systems, or equivalent means, if required

This list is to help you prepare for compliance by 1 January 2020. If deficiencies are recorded against any of these items from 1 January 2020 action may be taken by the Port State Control Officer which may include a detention of the ship or other enforcements or administrative or corrective measures.

You are requested to inform the company of the above. Further details are given in MARPOL Annex VI Regulations 14 and 18.

On behalf of the Maritime Authority of

PSCO

Port

Date

1 As amended by MEPC.305(73)

2 In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m.



# Press release

Paris MoU   
on Port State Control

21 December 2018

## EARLY WARNING ON GLOBAL 2020 SULPHUR CAP COMPLIANCE

**The Maritime Authorities of the Tokyo and the Paris Memoranda of Understanding (MoU) on Port State Control will start issuing a letter of warning from 1 January 2019 on the sulphur content of marine fuels during inspections in order to increase awareness of and to encourage timely compliance with the new requirements.**

The requirement of maximum sulphur content of 0.50% m/m for marine fuel oil will enter into force on 1 January 2020, which is known as the global 2020 sulphur cap. The implementation of the global 2020 sulphur cap will have considerable implications on ship operators, the fuel oil supply chain and the industry as a whole.

For the purpose of facilitating smooth and consistent implementation of the global 2020 sulphur cap, the Tokyo and the Paris Memoranda will carry out a joint information campaign by issuing a letter of warning to ships during inspections from 1 January to 31 December 2019. The aim is to increase awareness of the ships' crew and company on the matter and to remind and encourage compliance with Regulations 14<sup>1,2</sup> and 18 of MARPOL Annex VI from 1 January 2020.

The letter of warning will be issued to ships found not yet ready for compliance with the relevant requirements that will enter into force on 1 January 2020.

The letter of warning which may be issued is attached to the press release.

---

<sup>1</sup> In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m

<sup>2</sup> As amended by MEPC.305(73)



Paris MOU	Tokyo MOU
<p>Mr. Luc Smulders Secretary General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: <a href="mailto:secretariat@parismou.org">secretariat@parismou.org</a> Web-site: <a href="http://www.parismou.org">www.parismou.org</a></p>	<p>Mr. Hideo KUBOTA Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: <a href="mailto:secretariat@tokyo-mou.org">secretariat@tokyo-mou.org</a> Web-site: <a href="http://www.tokyo-mou.org">www.tokyo-mou.org</a></p>

Notes to editors:

Paris MOU	Tokyo MOU
<p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p>	<p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p>
<p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p>	

MEMORANDUM OF UNDERSTANDING ON  
PORT STATE CONTROL IN THE ASIA-PACIFIC REGION



To the Master of

IMO No

Flag State

Date

LETTER OF WARNING  
MARPOL Annex VI  
Sulphur Oxides (SOx) and Particulate Matter (Regulation 14)<sup>1</sup>

Dear Captain,

This letter is to bring to your attention the new regulations on sulphur content of fuel oils used on board from 1 January 2020. From that date all ships subject to MARPOL Annex VI are, in principle, required to use on board fuel oils with a sulphur content of maximum 0.50% m/m in accordance with MARPOL Annex VI Regulation 14<sup>2</sup>, or use an alternative emission reduction and control technologies to comply with the emission standard.

From 1 January 2020 Port State Control Officers of the Tokyo MOU will check compliance with these regulations through the bunker delivery notes and related ships' log books and records and by means of sampling from the fuel lines.

The following check boxes indicate the areas investigated:

- |   |                                |                          |
|---|--------------------------------|--------------------------|
| 1 | SOx records                    | <input type="checkbox"/> |
| 2 | Sulphur oxides                 | <input type="checkbox"/> |
| 3 | Sulphur content of fuel used   | <input type="checkbox"/> |
| 4 | Alternative arrangements (SOx) | <input type="checkbox"/> |

Deficiencies in the areas listed above may be recorded by the Tokyo MOU if the regulations were in place now.

From 1 January 2020 Port State Control Officers will put further emphasis on the following items:

- 1 That the ship carries on board fuel oil with a sulphur content depending on the area of operation
- 2 There are records of the bunker delivery notes (BDNs) and associated samples or records thereof are kept on board.
- 3 There are written procedures covering fuel oil change over operations where appropriate exist on board
- 4 That the Master and ship's personnel are familiar with essential fuel oil management procedures
- 5 That the ship has an appropriate approval for any installed exhaust gas cleaning systems, or equivalent means, if required

This list is to help you prepare for compliance by 1 January 2020. If deficiencies are recorded against any of these items from 1 January 2020 action may be taken by the Port State Control Officer which may include a detention of the ship or other enforcements or administrative or corrective measures.

You are requested to inform the company of the above. Further details are given in MARPOL Annex VI Regulations 14 and 18.

On behalf of the Maritime Authority of

PSCO

Port

Date

<sup>1</sup> As amended by MEPC.305(73)

<sup>2</sup> In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m.

**ANNEX 1**

**RESOLUTION MEPC.305(73)  
(adopted on 26 October 2018)**

**AMENDMENTS TO THE ANNEX OF THE PROTOCOL OF 1997 TO AMEND THE  
INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM  
SHIPS, 1973, AS MODIFIED BY THE PROTOCOL OF 1978 RELATING THERETO**

**Amendments to MARPOL Annex VI**

**(Prohibition on the carriage of non-compliant fuel oil for combustion purposes for  
propulsion or operation on board a ship)**

THE MARINE ENVIRONMENT PROTECTION COMMITTEE,

RECALLING Article 38(a) of the Convention on the International Maritime Organization concerning the functions of the Marine Environment Protection Committee conferred upon it by international conventions for the prevention and control of marine pollution from ships,

NOTING article 16 of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocols of 1978 and 1997 relating thereto (MARPOL), which specifies the amendment procedure and confers upon the appropriate body of the Organization the function of considering amendments thereto for adoption by the Parties,

HAVING CONSIDERED, at its seventy-third session, proposed amendments to MARPOL Annex VI concerning the prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship,

1 ADOPTS, in accordance with article 16(2)(d) of MARPOL, amendments to MARPOL Annex VI, the text of which is set out in the annex to the present resolution;

2 DETERMINES, in accordance with article 16(2)(f)(iii) of MARPOL, that the amendments shall be deemed to have been accepted on 1 September 2019 unless, prior to that date, not less than one third of the Parties or Parties the combined merchant fleets of which constitute not less than 50% of the gross tonnage of the world's merchant fleet, have communicated to the Organization their objection to the amendments;

3 INVITES the Parties to note that, in accordance with article 16(2)(g)(ii) of MARPOL, the said amendments shall enter into force on 1 March 2020 upon their acceptance in accordance with paragraph 2 above;

4 REQUESTS the Secretary-General, for the purposes of article 16(2)(e) of MARPOL, to transmit certified copies of the present resolution and the text of the amendments contained in the annex to all Parties to MARPOL;

5 REQUESTS FURTHER the Secretary-General to transmit copies of the present resolution and its annex to Members of the Organization which are not Parties to MARPOL.

ANNEX

**AMENDMENTS TO MARPOL ANNEX VI**

**(Prohibition on the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship)**

**ANNEX VI**

**REGULATIONS FOR THE PREVENTION OF AIR POLLUTION 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)**

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  
.....

\*\*\*

4 ALBERT EMBANKMENT  
LONDON SE1 7SR  
Telephone: +44 (0)20 7735 7611 Fax: +44 (0)20 7587 3210

MEPC.1/Circ.878  
9 November 2018

**GUIDANCE ON THE DEVELOPMENT OF A SHIP IMPLEMENTATION PLAN FOR THE  
CONSISTENT IMPLEMENTATION OF THE 0.50% SULPHUR LIMIT  
UNDER MARPOL ANNEX VI**

1 The Marine Environment Protection Committee, at its seventy-third session (22 to 26 October 2018), approved the *Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI*, as set out in the annex.

2 Member Governments are invited to bring the annexed Guidance to the attention of their Administration, industry, relevant shipping organizations, shipping companies and other stakeholders concerned.

\*\*\*

## ANNEX

### GUIDANCE ON THE DEVELOPMENT OF A SHIP IMPLEMENTATION PLAN FOR THE CONSISTENT IMPLEMENTATION OF THE 0.50% SULPHUR LIMIT UNDER MARPOL ANNEX VI

#### Introduction

1 MEPC 70 agreed to "1 January 2020" as the effective date of implementation for ships to comply with global 0.50% m/m sulphur content of fuel oil requirement and adopted resolution MEPC.280(70) on the *Effective date of implementation of the fuel oil standard in regulation 14.1.3 of MARPOL Annex VI*<sup>1</sup>.

2 In this context, MEPC 73 agreed that Administrations should encourage ships flying their flag to develop implementation plans, outlining how the ship may prepare in order to comply with the required sulphur content limit of 0.50% by 1 January 2020. The plan could be complemented with a record of actions taken by the ship in order to be compliant by the applicable date.

3 Regulation 18.2.3 of MARPOL Annex VI requires a Party to take into account all relevant circumstances and the evidence presented to determine the action to take, including not taking control measures. Administrations and port State control authorities may take into account the implementation plan when verifying compliance with the 0.50% sulphur limit requirement.

4 A ship implementation plan is not a mandatory requirement. A lack of a ship implementation plan or an incomplete ship implementation plan should not be considered as "clear grounds" for a more detailed inspection.

#### Ship implementation plan for the consistent implementation of 0.50% sulphur limit under MARPOL Annex VI

5 The ship implementation plan for 2020 could cover various items relevant for the specific ship, including, as appropriate, but not limited to:

- .1 risk assessment and mitigation plan (impact of new fuels);
- .2 fuel oil system modifications and tank cleaning (if needed);
- .3 fuel oil capacity and segregation capability;
- .4 procurement of compliant fuel;
- .5 fuel oil changeover plan (conventional residual fuel oils to 0.50% sulphur compliant fuel oil); and
- .6 documentation and reporting.

---

<sup>1</sup> Amendments to regulation 14.1.3 of MARPOL Annex VI were adopted by MEPC 73 (October 2018).

### Issues relating to use of sulphur compliant fuel oil

6 All fuel oil supplied to a ship shall comply with regulation 18.3 of MARPOL Annex VI and chapter II/2 of SOLAS. Furthermore, ship operators could consider ordering fuel oil specified in accordance with the ISO 8217 marine fuel standard. The following potential fuel-related issues may need to be assessed and addressed by ships in preparation for and implementation of the 0.50% sulphur limit requirement:

- .1 technical capability of ships to handle different types of fuel (e.g. suitability of fuel pumps to handle both higher and lower viscosity fuels, restrictions on fuels suitable for use in a ship's boilers, particularly the use of distillate fuels in large marine boilers);
- .2 compatibility of different types of fuels e.g. when paraffinic and aromatic fuels containing asphaltenes are commingled in bunkering or fuel oil changeover;
- .3 handling sulphur non-compliant fuels in the event of non-availability of sulphur compliant fuels; and
- .4 crew preparedness including possible training with changeover procedures during fuel switching from residual fuel oil to 0.50% compliant fuel oils.

7 The ship implementation plan could be used as the appropriate tool to identify any specific safety risks related to sulphur compliant fuel oil, as may be relevant to the ship, and to develop an appropriate action plan for the Company to address and mitigate the concerns identified. Examples should include:

- .1 procedures to segregate different types of fuel and fuels from different sources;
- .2 detailed procedures for compatibility testing and segregating fuels from different sources until compatibility can be confirmed;
- .3 procedures to changeover from one type of fuel to another or a fuel oil that is known to be incompatible with another fuel oil;
- .4 plans to address any mechanical constraints with respect to handling specific fuels, including ensuring that minimum/maximum characteristics of fuel oil as identified in ISO 8217 can be safely handled on board the ship; and
- .5 procedures to verify machinery performance on fuel oil with characteristics with which the ship does not have prior experience.

8 A ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI is recommended to be developed based on the indicative example as set out in appendix 1.

9 The plan could take into account the issues identified in:

- .1 appendix 2: additional guidance on development of ship implementation plan (impact on machinery systems); and
- .2 appendix 3: additional guidance on development of ship implementation plan (tank cleaning).



**APPENDIX 1**

**INDICATIVE EXAMPLE FOR SHIP IMPLEMENTATION PLAN FOR ACHIEVING COMPLIANCE WITH THE 0.50% SULPHUR LIMIT ENTERING INTO FORCE ON 1 JANUARY 2020 USING COMPLIANT FUEL OIL ONLY**

**Particulars of ship**

1. Name of ship:
2. Distinctive number or letters:
3. IMO Number:

**Planning and preparation (before 1 January 2020)**

**1 Risk assessment and mitigation plan**

- 1.1 Risk assessment (impact of new fuels): YES/NO
- 1.2 Linked to onboard SMS YES/NO

**2 Fuel oil system modifications and tank cleaning (if needed)**

- 2.1 Schedule for meeting with manufacturers and/or classification societies:

- 2.2 Structural Modifications (installation of fuel oil systems/tankage) required: YES/NO/NOT APPLICABLE

If YES, then:

- 2.2.1 Fuel oil storage system:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.2.2 Fuel transfer, filtration and delivery systems:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.2.3 Combustion equipment:

Description of modification:

Details of yard booking (as applicable), time schedules etc.:

Estimated date of completion of modification:

2.3 Tank cleaning required: YES/NO/NOT APPLICABLE

If YES, then:

Details of cleaning schedule (including, yard booking, time schedules etc., if applicable):

Estimated date of completion of cleaning:

**3 Fuel oil capacity and segregation capability:**

Following any required modifications as per Section 2:

- 3.1 Expected number of bunker tanks designated to store 0.50% sulphur compliant fuel oil:
- 3.2 Expected total storage capacity (m<sup>3</sup>) for 0.50% sulphur compliant fuel oil:
- 3.3 Expected number of bunker tanks designated to store 0.10% sulphur compliant fuel oil:
- 3.4 Expected total storage capacity (m<sup>3</sup>) for 0.10% sulphur compliant fuel oil:
- 3.5 Approximate total fuel oil content (m<sup>3</sup>) in the fuel oil transfer, purification and delivery systems:

**4 Procurement of compliant fuel oil**

- 4.1 Details of fuel purchasing procedure to source compliant fuels, including procedures in cases where compliant fuel oil is not readily available:

- 4.2 Estimated date for bunkering compliant fuel oil, not later than 24:00hrs 31 December 2019:
- 4.3 If fuel arranged by charterer, is there an intention to accept charter party contracts that do not have a specified obligation to provide compliant fuel oil after 1 June 2019 or other date to be identified: YES/NO

If YES, then:

Details of alternate steps taken to ensure that the charter party provides timely delivery of compliant fuel:

4.4 Is there confirmation from bunker supplier(s) to provide compliant fuel oil on the specified date: YES/NO

If NO, then:

Details of alternate steps taken to ensure timely availability of compliant fuel oil:

4.5 Details of arrangements (if any planned) to dispose of any remaining non-compliant fuel oil:

## 5 Fuel oil changeover plan

5.1 Consider whether a ship-specific fuel changeover plan is to be made available. The plan should include measures to offload or consume any remaining non-compliant fuel oil. The plan should also demonstrate how the ship intends to ensure that all its combustion units will be using compliant fuel oil no later than 1 January 2020.

5.2 As per the ship-specific fuel changeover plan, the maximum time period required to changeover the ship's fuel oil system to use compliant fuel oil at all combustion units:

5.3 Expected date and approximate time of completion of the above-mentioned changeover procedure:

5.4 Consider availability of adequately trained officers and crew familiar with the ship's fuel system and fuel changeover procedures to carry out the fuel oil changeover procedure. If this cannot be confirmed, then consider whether there is a sufficient amount of time dedicated for ship-specific familiarization and training of new officers and crew.