INTERNATIONAL MARITIME ORGANIZATION

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Agenda item 3

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CONSIDERATION AND ADOPTION OF AMENDMENTS TO MANDATORY INSTRUMENTS

Draft amendments to MARPOL Annex VI

Note by the Secretariat

SUMMARY

Executive summary:	The Committee is invited to consider, with a view to adoption, proposed amendments to MARPOL Annex VI.
Strategic direction, if applicable:	3
Output:	3.7
Action to be taken:	Paragraph 5
Related documents:	MEPC 80/17, MEPC 80/17/Add.1 and Circular Letter No.4744

1 The Committee will recall that, at its eightieth session (3 to 7 July 2023), it considered and approved draft amendments to MARPOL Annex VI on:

.1 low-flashpoint fuels and other fuel oil related issues;

.2 marine diesel engine replacing a steam system;

.3 accessibility of the data in the IMO Ship Fuel Consumption Database (IMO DCS); and

.4 inclusion of data on transport work and enhanced level of granularity in the IMO DCS,

with a view to adoption at MEPC 81 (document MEPC 80/17, paragraphs 5.20, 5.37, 6.29 and 6.30.2).

2 The proposed amendments were circulated by the Secretary-General, in accordance with article 16(2)(a) of the MARPOL Convention, under cover of Circular Letter No.4744 of 28 July 2023.

3 The text of the proposed amendments, as approved by the Committee, is set out in the annex.

4 The draft amendments set out in the annex are amendments to the *2021 Revised MARPOL Annex VI* (resolution MEPC.328(76), as amended by resolutions MEPC.361(79) and MEPC.362(79)).

Action requested of the Committee

5 The Committee is invited to consider the draft amendments, with a view to adoption in accordance with articles 16(2)(a), (b), (c) and (d) of the MARPOL Convention.

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ANNEX

DRAFT MEPC RESOLUTION

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

(Low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing steam system, accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS))

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,

RECALLING ALSO 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 eighty-first session, proposed amendments to MARPOL Annex VI concerning low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing a steam system, and accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS), which were circulated in accordance with article 16(2)(a) of MARPOL,

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 February 2025] 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 August 2025] 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 ALSO REQUESTS 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

DRAFT AMENDMENTS TO MARPOL ANNEX VI

(Low-flashpoint fuels and other fuel oil related issues, marine diesel engine replacing steam system, accessibility of data and inclusion of data on transport work and enhanced granularity in the IMO Ship Fuel Consumption Database (IMO DCS))

Regulation 2
Definitions

1 Paragraph 1.14 is replaced by the following:

"1.14 *Fuel oil* means any fuel delivered to and intended for use on board a ship."

2 A new paragraph 1.33 is inserted after existing paragraph 1.32, as follows:

"1.33 *Gas fuel* means a fuel oil with a vapour pressure exceeding 0.28 MPa absolute at a temperature of 37.8°C.*"

* Refer to paragraph 2.2.18 of the *International Code of Safety for Ships using Gases or other Low-flashpoint Fuels (IGF Code)*

Regulation 13
Nitrogen oxides (NO_X)

Major conversion

3 Paragraph 2.2 is replaced by the following:

"2.2 For a major conversion involving the replacement of a marine diesel engine with a non-identical marine diesel engine, or the installation of an additional marine diesel engine, the standards in this regulation at the time of the replacement or addition of the engine shall apply. For the purpose of this regulation, the installation of a marine diesel engine replacing a steam system shall be considered a replacement engine. In the case of replacement engines only, if it is not possible for such a replacement engine to meet the standards set forth in paragraph 5.1.1 of this regulation (Tier III, as applicable), then that replacement engine shall meet the standards set forth in paragraph 4 of this regulation (Tier II), taking into account the guidelines developed by the Organization. A Party shall notify the Organization in those instances where a Tier II rather than a Tier III replacement engine has been installed in accordance with the provisions of this paragraph."

Regulation 14
Sulphur oxides (SO_X) and particulate matter

4 Paragraph 12 is replaced by the following:

"12 The requirements of paragraphs 10 and 11 above are not applicable to a fuel oil service system used for a low-flashpoint fuel or a gas fuel."

Regulation 18
Fuel oil availability and quality

5 The existing chapeau of paragraph 3 is replaced by the following:

"3 Fuel oil delivered to and used on board a ship to which this Annex applies shall meet the following requirements:"

6 The existing chapeau of paragraph 3.2 is replaced by the following:

"3.2 fuel oil derived by methods other than petroleum refining shall not:"

7 Paragraph 4 is replaced by the following:

"4 This regulation does not apply to coal in its solid form or nuclear fuels. Paragraphs 5.1, 8.1 and 8.2 of this regulation do not apply to a low-flashpoint fuel or a gas fuel."

8 Paragraph 5 is replaced by the following new paragraphs 5.1 and 5.2, as follows:

"5.1 For each ship subject to regulations 5 and 6 of this Annex, details of fuel oil delivered to and used on board that ship shall be recorded by means of a bunker delivery note that shall contain at least the information specified in appendix V to this Annex.

5.2 For each ship subject to regulations 5 and 6 of this Annex, details of low-flashpoint fuel or gas fuel delivered to and used on board that ship shall be recorded by means of a bunker delivery note that shall include at least the information specified in items 1 to 6 of appendix V to this Annex, the density as determined by a test method appropriate to the fuel type together with the associated temperature and a declaration signed and certified by the fuel oil supplier's representative that the fuel oil is in conformity with paragraph 3 of this regulation. In addition, the sulphur content of a low-flashpoint fuel or a gas fuel delivered to a ship specifically for use on board that ship shall be documented on the bunker delivery note by the supplier in terms of either the actual value as determined by a test method appropriate to the fuel type or, with the agreement of the appropriate authority at the port of supply, a statement that the sulphur content, when tested by such a method, is less than 0.001% m/m."

9 Paragraph 9.2 is replaced by the following:

"9.2 require local suppliers to provide the bunker delivery note and, if applicable, the MARPOL delivered sample as required by this regulation, certified by the fuel oil supplier that the fuel oil meets the requirements of regulations 14 and 18 of this Annex;"

Regulation 27
Collection and reporting of ship fuel oil consumption data

10 New paragraphs 14 and 15 are added after existing paragraph 13, as follows:

"14 On an ad hoc basis, the Secretary-General of the Organization may share data with analytical consultancies and research entities, under strict confidentiality rules.

15 The Secretary-General of the Organization, on the request of a company, shall grant access to the fuel oil consumption reports of the company's owned ship(s) in a non-anonymized form to the general public."

Appendix I
Form of International Air Pollution Prevention (IAPP) Certificate (regulation 8)

11 Paragraph 2.3.5 is replaced by the following:

"In accordance with regulation 14.12, the requirement for fitting or designating sampling point(s) in accordance with regulation 14.10 or 14.11 is not applicable for the fuel oil service system used for a low-flashpoint fuel or a gas fuel……□"

Appendix IX
Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27)

12 Appendix IX is replaced by the following:

" Appendix IX

Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27)

Identity of the ship

IMO Number…….

Period of calendar year for which the data is submitted

Start date (dd/mm/yyyy) …….

End date (dd/mm/yyyy)…….

Technical characteristics of the ship

Year of delivery……...

Ship type, as defined in regulation 2.2 of this Annex or other (to be stated) …….

Gross tonnage (GT)[1]…….....

Net tonnage (NT)[2] ……...

Deadweight tonnage (DWT)[3] ……

[1] Gross tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

[2] Net tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969. If not applicable, note "N/A".

[3] DWT means the difference in tonnes between the displacement of a ship in water of relative density of 1,025 kg/m^3 at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization authorized by it. If not applicable, note "N/A".

Power output (rated power)[4] of main and auxiliary reciprocating internal combustion engines over 130 kW (to be stated in kW) ……....

Attained EEDI[5] (if applicable)……..

Attained EEXI[6] (if applicable) ……...

Ice class[7] ……....

Fuel oil consumption per combustion systems by fuel oil type in metric tonnes and methods used for collecting fuel oil consumption data:

Main engine(s):…….

Auxiliary engine(s)/generators:…….....

Oil-fired boilers:…….

Others (specify):……

Fuel oil consumption while the ship is not under way …….

Total Distance travelled (nm)……..

Laden distance travelled (nm) (on a voluntary basis) ……

Hours under way …….

Total amount of onshore power supplied (kWh) ……..….

For ships to which regulation 28 of MARPOL Annex VI applies

Total transport work ……

Applicable CII:[8] ☐ AER ☐ cgDIST

Required annual operational CII[9]…….....

Attained annual operational CII before any correction[10]…….

4 Rated power means the maximum continuous rated power as specified on the nameplate of the engine.

5 Refer to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.364(79)).

6 Refer to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)* (resolution MEPC.350(78)).

7 Ice class should be consistent with the definition set out in the International Code for Ships Operating in Polar Waters (Polar Code) (resolutions MEPC.264(68) and MSC.385(94)). If not applicable, note "N/A".

8 Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).

9 Refer to the *2022 Guidelines on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2)* (resolution MEPC.353(78)) and *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.338(76)).

10 As calculated in accordance with the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) before any correction using *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).

Attained annual operational CII[11]…….....

Installation of innovative technology,[12] if applicable: ☐ A ☐ B-1 ☐ B-2 ☐ C-1 ☐ C-2

Operational carbon intensity rating:[13] ☐ A ☐ B ☐ C ☐ D ☐ E

CII for trial purpose (on voluntary basis):[14]

☐ EEPI (gCO_2/t/nm) ……

☐ cbDIST (gCO_2/berth/nm) ……

☐ clDIST (gCO_2/m/nm) ……..

☐ EEOI (gCO_2/t/nm)[15] ……....."

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[11] As calculated in accordance with the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) and having been corrected taking into account *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).

[12] Refer to the *2021 Guidance on treatment of innovative energy efficiency technologies for calculation and verification of the attained EEDI and EEXI* (MEPC.1/Circ.896)

[13] Refer to the *2022 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4)* (resolution MEPC.354(78)).

[14] Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).

[15] Refer to the *Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI)* (MEPC.1/Circ.684).