



Maritime and Coastguard Agency

MERCHANT SHIPPING NOTICE

MSN 1819 (M+F)

THE MERCHANT SHIPPING (PREVENTION OF AIR POLLUTION FROM SHIPS) REGULATIONS 2008

Notice to all Owners, Ship Operators and Managers, Charterers, Masters and Officers of Merchant Ships, Shipbuilders, Ship Repairers, Port Authorities, Engine Manufacturers, Fuel Suppliers, Operators of Fixed and Floating Platforms and Drilling Rigs

This notice should be read in conjunction with the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 SI 2008 No.2924, MGN 381 - Survey and Certification Requirements for the Merchant Shipping (Prevention Of Air Pollution From Ships) Regulations 2008, MSN 1734 – Type Approval of Marine Equipment (EC Notified Bodies), MSN 1735- Type Approval of Marine Equipment (UK nominated bodies), MGN 258 - Decommissioning of Halon Systems, MSN 1776 - Categorisation of Waters, and MSN 1613 - Merchant Shipping (Survey and Certification) Regulations 1995 - arbitration procedure

PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

Summary

The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 implement the 1997 Protocol to the International Convention on the Prevention of Pollution from Ships (MARPOL 73/78). The 1997 Protocol provides for the establishment of International Regulations for the Prevention of Air Pollution from Ships by adding a new Annex VI to MARPOL 73/78. Annex VI comprises 19 Regulations and includes a Technical Code on the Control of Emissions of Nitrogen Oxides from Marine Diesel Engines (NO_x Technical Code).

This Merchant Shipping Notice and the attached schedules contain information pertaining to The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 ('the Regulations') and provide technical information on the issues in those Regulations. This document should be read in conjunction with Marine Guidance Note – MGN 381 (M+F) Survey and Certification Requirements for The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

1. Introduction

The purpose of this Merchant Shipping Notice (MSN) is to detail the technical aspects of the United Kingdom's implementation of Annex VI of MARPOL in conjunction with the Regulations.

1.1 List of Schedules

Schedule 1: Ozone-Depleting Substances
Schedule 2: Nitrogen Oxides (NO_x)
Schedule 3: Sulphur Oxides (SO_x)
Schedule 4: Volatile Organic Compounds
Schedule 5: Shipboard incinerators
Schedule 6: Reception Facilities
Schedule 7: Fuel Oil Quality
Schedule 8: Platforms – Survey and Certification

Appendix 1: The IMO guidelines for the sampling of fuel oil
Appendix 2: Local Fuel Oil Suppliers Initial Declaration form
Appendix 3: Local Fuel Oil Suppliers Annual Declaration form
Appendix 4: List of controlled Ozone-Depleting Substances as defined in the Montreal Protocol
Appendix 5: Form of the UKAPP Certificate
Appendix 6: Marine Fuel Sulphur Record Book

2. Definitions

In this Notice, except where the context otherwise requires:

Components are those interchangeable parts which influence the NO_x emissions performance, identified by their design/parts number.

Fuel oil under the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 is defined as such substances as may be specified by the Secretary of State in a Merchant Shipping Notice. This Merchant Shipping Notice specifies that the fuel oil is any oil used in connection with the propulsion and operation of the ship.

Fuel oil supplier means the person who is responsible for the final blend of fuel oil supplied to a local supplier of fuel oil.

Fuel oil supplier's representative means a person appointed by a fuel oil supplier to provide a declaration on the bunker delivery note that the fuel oil supplied complies with regulations 14(1) or 14(4)(a) (as applicable) and 18(1) of Annex VI.

Local supplier of fuel oil means a person who receives fuel oil with a view to its delivery to and use on board a relevant ship.

Local supplier's representative means a person who delivers the fuel oil to a relevant ship on behalf of the local supplier of fuel oil. For example, the individual from the bunker tanker who is responsible for the delivery and documentation to the ship or, in the case of deliveries direct from the shore to the ship, the person who is responsible for the delivery and documentation to the ship.

Operating values means engine data, such as cylinder peak pressure, exhaust gas temperature, etc., from the engine log which are related to the NO_x emission performance. These data are load-dependent.

On-board NO_x verification procedures mean a procedure, which may include an equipment requirement, to be used on board at initial certification survey or at the annual, renewal and intermediate surveys, as required, to verify compliance with any of the requirements of the NO_x Technical Code, as specified by the engine manufacturer and approved by the Certifying Authority.

Rated power means the maximum continuous rated power output as specified on the nameplate and in the technical file of the marine diesel engine to which Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 and the NO_x Technical Code apply.

Record book of engine parameters means the document for recording all parameter changes, including components and engine settings, which may influence NO_x emission of the engine.

Relevant ship means (1) a UK platform or (ii) a ship, other than a platform, of 400 GT or above.

Substantial modification: of a marine diesel engine means

1. For engines installed on ships constructed on or after 1 January 2000, any modification to an engine that could potentially cause the engine to exceed the emission standards set out in Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008. Routine replacement of engine components by parts specified in the technical file that do not alter emission characteristics shall not be considered a "substantial modification" regardless of whether one part or many parts are replaced;

2. For engines installed on ships constructed before 1 January 2000, any modification made to an engine which increases its existing emission characteristics established by the simplified measurement method, as outlined in Schedule 2 of this Merchant Shipping Notice, in excess of the allowances set out in 6.3.11 of the NO_x Technical Code. These changes include, but are not limited to, changes in its operations or in its technical parameters (e.g. changing camshafts, fuel injection systems, air systems, combustion chamber configuration, or timing calibration of the engine).

Technical file means a record containing all details of parameters, including components and settings of an engine, which may influence the NO_x emission of the engine, as detailed in Schedule 2 of this Merchant Shipping Notice.

More Information

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SCHEDULE 1

OZONE-DEPLETING SUBSTANCES

1. Ozone-Depleting Substances

- 1.1 *Ozone-depleting substances* means controlled substances defined in paragraph 4 of article 1 of the Montreal Protocol on Substances that Deplete the Ozone Layer with amendments and or adjustments through to the 'Beijing 1999'¹ amendments contained in Appendix 4 to this Merchant Shipping Notice.
- 1.2 The use of ODS is not prohibited in systems and equipment installed prior to the 19 May 2005, the date Annex VI of MARPOL came into force. New installations containing hydro-fluorocarbon (HCFC) are permitted until 1 January 2020.
- 1.3 The requirements for United Kingdom registered ships with regard to ozone depleting substances are further defined in EC Regulation 2037/2000/EC. The provisions in SI 2002/528 "The Environmental Protection (Controls on Ozone-Depleting Substances) Regulations 2002", Part III "Offences relating to contraventions of Article 5", Regulation 29, prohibit the use of virgin HCFCs for maintenance and servicing from 1 January 2010 and all HCFCs for maintenance and servicing from 1 January 2015. After 1 January 2015 HCFCs can continue to be used in existing installations provided that no maintenance or servicing takes place.
- 1.4 The use of Halon has been prohibited since 31 December 2003. Further guidance on the Decommissioning of Halon Systems is provided in Marine Guidance Notice MGN 258 (M+F).

¹ ISBN:92-807-1886-6

SCHEDULE 2
NITROGEN OXIDES

1. The Technical File

- 1.1 Every marine diesel engine covered within the scope of Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 must have a technical file which identifies the engine's components, settings or operating values which influence exhaust emissions. The technical file must be prepared by the engine manufacturer and approved by the relevant Certifying Authority, and is required to accompany an engine throughout its life on board the ship. It must be maintained in good order and not be subjected to any unauthorised alteration, amendments, omission or deletions. The engine to which the technical file refers is to be installed in accordance with the rating (kW and speed) and duty cycle as approved together with any limitation imposed by the technical file.
- 1.2 The technical file must, at a minimum, contain the following information:
- .1 identification of those components, settings and operating values of the engine which influence its NO_x emissions;
 - .2 identification of the full range of allowable adjustments or alternatives for the components of the engine;
 - .3 full record of the relevant engine's performance, including the engine's rated speed and rated power;
 - .4 a system of on-board NO_x verification procedures to verify compliance with the NO_x emission limits during on-board verification surveys;
 - .5 a copy of the test report for an engine tested for pre-certification or a test report for an engine installed on board ship without pre-certification;
 - .6 if applicable, the designation and restrictions for an engine which is a member of an engine group or engine family;
 - .7 specifications of those spare parts/components which, when used in the engine, according to those specifications, will result in continued compliance of the engine with the NO_x emission limits; and
 - .8 the Engine International Air Pollution Prevention Certificate (EIAPP), as appropriate.

2. Procedures for certification of an engine

- 2.1 Engine International Air Pollution Prevention (EIAPP) Certificate
- 2.1.1 Each diesel engine to which Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 applies must be issued with an EIAPP certificate and be pre-surveyed in accordance with the NO_x Technical Code. The Certificate must certify that the pre-certification survey demonstrated that the engine, its components, adjustable features and technical file, prior to their engines installation and /or service on board a ship, fully complies with the applicable parts of Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

- 2.1.2 The certificate is valid for the life of the engine, subject to surveys, as appropriate, in accordance with Regulation 5, 6, 7 or 8 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008, whilst installed in a United Kingdom registered ship.
- 2.1.3 The EIAPP must be issued by a Certifying Authority on all ships subject to Regulation 11 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 that are issued with either an IAPP or UKAPP certificate. When the original, or subsequently issued, EIAPP certificate was not issued by a Certifying Authority on behalf of the United Kingdom, the certifying authority issuing the new EIAPP certificate must take all reasonable measures to ensure that the engine and technical file comply with the relevant requirement of the NO_x Technical Code. Ships that have engine/s covered by Regulation 21 but which are not required to be issued with either an IAPP certificate or a UKAPP must still acquire, maintain and retain onboard the EIAPP certificates and technical files supplied by the manufacturer.
- 2.2 If any adjustments or modifications are made to any engine after its pre-certification, a full record of such adjustments or modifications must be recorded in the engine's record book of engine parameters.
- 2.3 If all of the engines installed on board are verified to remain within the parameters, components, and adjustable features recorded in the technical file, the engines should be accepted as performing within the NO_x limits specified in Regulation 21 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008. In this case, with respect to the NO_x Technical Code requirements, an IAPP or UKAPP Certificate as appropriate may then be issued to the ship.
- 2.4 If any adjustment or modification is made which is outside the approved limits documented in the technical file, the EIAPP and the IAPP or UKAPP Certificate as appropriate may be issued only if the overall NO_x emission performance is verified to be within the required limits as prescribed in the NO_x Technical Code by:
- (i) direct on-board NO_x monitoring equipment, approved by a Competent Authority;
 - (ii) a simplified on-board NO_x measurement; or,
 - (iii) reference to the test-bed testing for the relevant engine group approval showing that the adjustments or modifications do not exceed the NO_x emissions limits.
- 2.5 Where an engine covered by the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 is fitted to a ship constructed before 1 January 2000 and has been modified but does not have the necessary technical data to conduct a parameter check survey, the EIAPP Certificate may be issued if the overall NO_x emission performance is verified to be within the required limits by the simplified on-board NO_x measurement.
- 2.6 The MCA acting on behalf of the Secretary of State will give due consideration to a level of equivalence where an owner wishes to demonstrate compliance by the direct onboard measurement and monitoring method.
- 2.7 The MCA is aware that a number of marine diesel engines with a power output of more than 130kW fitted in Recreational Craft and Personal Water Craft prior to 2005 and placed on the market in the European Economic Area (EEA) are not required to meet specific NO_x standards or certification requirements under the *“Directive 2003/44/EC of the European Parliament and of the Council of 16 June 2003 amending Directive 94/25/EC on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft” (the RCD)* as implemented in UK law by *“The Recreational Craft Regulations 2004, SI 2004 No. 1464”*. If the retrospective application of MARPOL Annex VI (in Regulation 21(1) of The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008) were applied to these

engines then the UK would be in breach of the free trade requirements of the RCD. In order to resolve this conflict the UK will not be applying Annex VI NOx technical, testing and certification requirements to those marine diesel engines with a power output of more than 130kW which have been installed on a Recreational Craft (as defined by the RCD) or personal water craft and placed on the market in the EEA before 1 January 2005. This is reflected in the exemption in paragraph 1(c) of Schedule 2 to the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

2.8 Additionally the RCD, when amended in 2005 by *Directive 2003/44/EC*, placed more stringent NOx emissions for marine diesel engines with a power output of more than 130kW fitted in Recreational Craft and Personal Water Craft and placed on the market in the EEA, than those stipulated in MARPOL Annex VI. In order to maintain the stricter emission standards for these engines under the RCD, they are also included in the exemption in paragraph 1(c) of Schedule 2 to the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

2.9 NOx Emissions Limits for these exempted engines can be found in the “*Directive 2003/44/EC of the European Parliament and of the Council of 16 June 2003 amending Directive 94/25/EC on the approximation of the laws, regulations and administrative provisions of the Member States relating to recreational craft*” and “*The Recreational Craft Regulations 2004, SI 2004 No. 1464*”.

For information these are as follows (please note these only apply to marine diesel engines with a power output of more than 130kW fitted in Recreational Craft and Personal Water Craft after 1st January 2005 and placed on the market in the EEA):

Engine Type	Nitrogen oxides NO _x (g/kWh)
Two-stroke spark ignition	10.0
Four-stroke spark ignition	15.0
Compression ignition	9.8

SCHEDULE 3

SULPHUR OXIDES (SO_x)

1. SO_x Emission Control Areas

- 1.1 For the purpose of Regulation 22 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 SO_x emission control areas include:
- (a) the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at latitude 57° 44'.8 N.
 - (b) the North Sea being all sea areas within the following boundaries including the North Sea proper and the English Channel and its approaches:
 - (i) the North Sea southwards of latitude 62° N and eastwards of longitude 4°W;
 - (ii) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57° 44'.8 N; and
 - (iii) the English Channel and its approaches eastwards of longitude 5° W and northwards of latitude 48° 30' N.
 - (c) Any other SO_x emission control areas agreed at IMO will be promulgated in a Merchant Shipping Notice.

2. Waste Streams from Exhaust Gas Cleaning Systems (EGCS-SO_x)

- 2.1 Regulation 22(4) of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 requires that the master of any ship must ensure that waste streams from the use of exhaust gas cleaning systems equipment are not discharged into any port, harbour or estuary unless it is thoroughly documented that the waste streams will have no adverse impact on the ecosystem of the port, harbour or estuary.
- 2.2 The master of any ship within United Kingdom waters that is to use an exhaust gas cleaning system shall provide documentation that demonstrates that waste streams discharged to the sea will have no adverse impact on the ecosystem of that port, harbour or estuary. Such documentation shall be forwarded to the Maritime and Coastguard Agency.

3. Requirement to record changeover of fuel before entry into a SECA

- 3.1 There is a requirement in Regulation 22(5) to complete a log book entry indicating the vessel has changed to low sulphur fuel oil (1.5% or below sulphur content by mass) on entry to a SECA.
- 3.2 The form of this log book is outlined at Appendix 6 of this Merchant Shipping Notice – Marine Fuel Sulphur Record Book.

SCHEDULE 4

VOLATILE ORGANIC COMPOUNDS

1. Harbour authorities and terminal operators within the United Kingdom who wish to control Volatile Organic Compound (VOC) emissions as provided for in Regulation 23 (1) of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 must apply to the Secretary of State for written approval for that system. The application must include information on the size of tankers to be controlled, the cargoes requiring vapour emission control systems, the vapour emission control system to be employed, operational practices to ensure that there is no undue delay to ships and the date the harbour or terminal would like the controls to start. The application must be submitted at least eighteen months before the date that the harbour or terminal has applied for the VOC to be regulated.
2. Harbour authorities and terminal operators who operate a vapour emission control system within harbours or terminals within the United Kingdom as provided for in Regulation 23 (1) must ensure that the system is approved by the Secretary of State in accordance with MSC/Circ 585, "Standards for Vapour Emission Control Systems".
3. The owner or master of any tanker which is subject to vapour emission control in a harbour or terminal within the United Kingdom that has been approved by the Secretary of State as provided for in Regulation 23(1) must be fitted with an operational vapour collection system approved in accordance with MSC/Circ 585, "Standards for Vapour Emission Control Systems".
4. The owner or master of any United Kingdom registered tanker which is subject to vapour emission control within a harbour or terminal, that has been notified to the IMO under Regulation 15 (2) of the 1997 Protocol to MARPOL (Annex VI), shall be provided with a vapour collection system approved in accordance with Merchant Shipping Notices 1734 (M+F) or 1735 (M+F) as appropriate taking into account MSC/Circ 585, "Standards for Vapour Emission Control Systems".
5. Regulation 23 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 will only apply to gas carriers when the type of loading and containment systems allow safe retention of non methane VOC on board or their safe return ashore.

SCHEDULE 5

SHIPBOARD INCINERATORS

1. Type approval and operating limits for shipboard incinerators

1.1 Shipboard incinerators described in Regulation 24 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 shall be approved in accordance with Merchant Shipping Notice 1734 (M+F).

1.2 Incinerators described in Regulation 24 (8) shall operate within the following limits:

O ₂ in combustion chamber	:	6-12%
CO in flue gas maximum average	:	200 mg/MJ
Soot number maximum average	:	Bacharach 3 or Ringelman 1 (20% opacity) (A higher soot number is acceptable only during very short periods such as starting up)
Unburned components in ash residues	:	maximum 10% by weight
Combustion chamber flue gas outlet temperature	:	850 -1200° C

SCHEDULE 6

DISCHARGE TO RECEPTION FACILITIES

1. Preface

- 1.1 The Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003 require harbour authorities or terminal operators to provide waste reception facilities which are adequate to meet the needs of ships normally using the harbour or terminal in question without causing undue delay to ships.

2. Exhaust gas cleaning residue

- 2.1 Exhaust gas cleaning residue is considered a ship-generated waste under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003.

3. Ozone depleting substances

- 3.1 Ozone depleting substances when removed from ships and delivered to reception facilities are considered an operational waste and therefore a ship-generated waste under the Merchant Shipping and Fishing Vessels (Port Waste Reception Facilities) Regulations 2003.
- 3.2 The requirements with regard to the recovery of ozone-depleting substances, are contained in EC Regulation 2037/2000/EC, and apply to ship repair facilities, ship recycling facilities and harbours in the United Kingdom.

SCHEDULE 7

FUEL OIL QUALITY

1. Sampling and bunker delivery notes

- 1.1 For each ship subject to a survey and issue of an appropriate Certificate, as detailed in Regulations 5 to 11 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 the Master shall ensure that;
- (i) details of fuel oil for combustion purposes delivered to, and used on board are recorded by means of a bunker delivery note which must contain the information specified in Schedule 3 to the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.
 - (ii) the bunker delivery note is kept on board the ship in such a place as to be readily available for inspection at all reasonable times and be retained for a period of three years after the fuel oil has been delivered on board.
- 1.2 The sample that must be provided to the ship and signed by the local supplier's representative must also be signed by the officer in charge of the bunkering operation. This sample must be retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.
- 1.3 Whilst the bunker delivery note must be retained on board, the control sample need only be retained under the ship's control which allows the sample to be stored ashore where it is not practical or desirable to store the sample on the ship.

2. Responsibilities of suppliers

- 2.1 The *fuel oil supplier's representative* must sign a declaration that certifies that the fuel oil supplied to the local supplier of fuel oil is in conformity with regulations 14(1) or 14(4) (a) (as applicable) and regulation 18(1) of Annex VI of MARPOL.
- 2.2 The *local supplier of fuel oil* receives fuel oil from the fuel oil supplier with a view to its delivery to and use on board a ship. They must provide a bunker delivery note, that includes the declaration certified by the fuel oil supplier's representative, as described in Paragraph 2.1, and a sample required by Regulation 25 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 to the ship through their representative, and retain a copy of the note for at least three years for inspection and verification by the MCA. The local supplier of fuel oil should not contaminate or blend the fuel so that it no longer conforms with the declaration by the fuel oil supplier. The bunker delivery note must contain the information and declaration contained in Schedule 3 to the above Regulations. The density of fuel oil should be tested in accordance with ISO 3675:1998² and the sulphur content of fuel oil should be tested in accordance with ISO 8754:2003³.
- 2.3 The *local supplier's representative* is the person responsible for delivering the bunkers to the ship by bunker supply vessel or direct from shore and for pumping the bunkers on board the ship, taking the sample in accordance with Appendix 1 to this Merchant Shipping Notice and completing the bunker delivery note. This person, appointed by the local supplier of fuel, is required to seal and sign the sample on completion of the bunkering and give it to the ship along with the bunker delivery note. Please note a fuel

² ISO Publication – ISBN: 0-580-38570-1

³ ISO Publication – ISBN: 0-580-42400-6

oil supplier's representative can also be the local supplier's representative where the fuel oil supplier supplies fuel directly to the ship. In this case the fuel oil supplier has to register as a local supplier of fuel oil

- 2.4 All *local suppliers of fuel oil* must register with the Maritime and Coastguard Agency as per the initial declaration in Appendix 2, at the address contained in this Merchant Shipping Notice, and provide an annual declaration as detailed in Appendix 3 to this Merchant Shipping Notice. If a local supplier of fuel oil does not provide the annual declaration as detailed in Appendix 3 it will be removed from the United Kingdom Government's list of local fuel supplies and will no longer be able to supply fuel legally.

3. Inspection

- 3.1 The Maritime and Coastguard Agency may inspect the bunker delivery notes on board any ship to which the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 apply while the ship is in a port or offshore terminal within United Kingdom waters and may make a copy of each delivery note.
- 3.2 The Maritime and Coastguard Agency may also require the master or person in charge of the ship to certify that each copy is a true copy of the bunker delivery note and verify the contents of each note through consultations with the port where the note was issued.
- 3.3 The control sample required by Regulation 25 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 is additional to those normally supplied or drawn for commercial purposes. It is to be used solely to demonstrate compliance with Annex VI to the responsible authority when demanded.

SCHEDULE 8

PLATFORMS – SURVEY AND CERTIFICATION

1. Preface

- 1.1 Platforms are defined in the Regulations as including fixed and floating platforms and drilling rigs, and are required to comply with Annex VI of MARPOL.

2. Platforms – Survey and Certification

- 2.1 Platforms are subject to the survey and certification requirements of Annex VI of MARPOL. The scope of the survey and certification is limited to the extent that emissions directly arising from the exploration, exploitation and associated offshore processing of sea-bed mineral resources are, consistent with article 2(3)(b)(ii) of the MARPOL Convention, exempt from the provisions of Annex VI of MARPOL. Such emissions include the following:

- (a) from any platform resulting from the incineration of substances that are solely and directly the result of exploration, exploitation and associated offshore processing of sea-bed mineral resources, including but not limited to—
 - (i) the flaring of hydrocarbons and the burning of cuttings, muds and stimulation fluids during well completion and testing operations,
 - (ii) flaring arising from upset conditions, and
 - (iii) the release of gases and volatile compounds entrained in drilling fluids and cuttings,
- (b) associated solely and directly with the treatment, handling or storage of a sea-bed mineral,
- (c) from a diesel engine that is solely dedicated to the exploration, exploitation and associated off-shore processing of sea-bed mineral resources.

Further the requirements on fuel oil quality shall not apply to the use of hydrocarbons which are produced on a platform and used on that platform as fuel, when approved by the Secretary of State.

- 2.2 Platforms are required to obtain either an International Air Pollution Prevention (IAPP) certificate or United Kingdom Air Pollution Prevention (UKAPP) certificate. The certificate will be issued by a Certifying Authority. MGN 381 (M+F) details the survey and certification requirements for The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.
- 2.3 A platform, such as self propelled drilling rig, registered as a ship by either the United Kingdom or a country whose Government is a Contracting Government other than the United Kingdom, is required to be certified that it is in compliant with Annex VI of MARPOL. These platforms will be inspected by the Maritime and Coastguard Agency under the port state control inspection regime for ships.
- 2.4 A platform, such as fixed offshore installations, which operates on the UK sector of the continental shelf is required to be certified that it is compliant with Annex VI of MARPOL. These platforms will be inspected by Department for Business, Enterprise and Regulatory Reform rather than the Maritime and Coastguard Agency.

Appendix 1

GUIDELINES FOR THE SAMPLING OF FUEL OIL FOR DETERMINATION OF COMPLIANCE WITH ANNEX VI OF MARPOL 73/78

1. Preface

The primary objective of these Guidelines is to establish an agreed method to obtain a representative sample of the fuel oil for combustion purposes delivered for use on board ships.

2. Introduction

The basis for these Guidelines is regulation 18(3) of Annex VI to MARPOL 73/78, as enacted through the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008. These stipulate that any United Kingdom ship of 400 gross tonnage and above engaged in voyages to port and offshore terminals under the jurisdiction of other parties and United Kingdom platforms and United Kingdom drilling rigs engaged in voyages to waters under the sovereignty or jurisdiction of other Parties to the Protocol of 1997, details of fuel oil for combustion purposes delivered to, and used on board the ship, shall be recorded by means of a bunker delivery note which shall contain at least the information specified in Schedule 3 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008. In accordance with Regulation 25 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008, the bunker delivery note shall be accompanied by a representative sample of the fuel oil delivered. This sample is to be used solely for determination of compliance with Annex VI of MARPOL 73/78.

3. Definitions

For the purpose of these Guidelines:

- 3.1 *Local Supplier's representative* means a person who delivers the fuel oil to a relevant ship on behalf of the local supplier of fuel oil. For example, the individual from the bunker tanker who is responsible for the delivery and documentation to the ship or, in the case of deliveries direct from the shore to the ship, the person who is responsible for the delivery and documentation to the ship.
- 3.2 *Ship's representative* is the ship's master or officer in charge who is responsible for receiving bunkers and documentation.
- 3.3 *Representative sample* is a product specimen having its physical and chemical characteristics identical to the average characteristics of the total volume being sampled.
- 3.4 *Primary sample* is the representative sample of the fuel delivered to the ship collected throughout the bunkering period obtained by the sampling equipment positioned at the bunker manifold of either the bunker supply vessel or the receiving ship.
- 3.5 *Retained sample* is the representative sample in accordance with regulation 18(6) of Annex VI to MARPOL 73/78, of the fuel delivered to the ship derived from the primary sample.

4. Sampling methods

4.1 The primary sample should be obtained by one of the following methods:

- .1 manual valve-setting continuous-drip sampler; or
- .2 time-proportional automatic sampler; or
- .3 flow-proportional automatic samplers.

4.2 Sampling equipment should be used in accordance with manufacturer's instructions, or guidelines, as appropriate.

5. Sampling and sample integrity

5.1 A means should be provided to seal the sampling equipment throughout the period of supply.

5.2 Attention should be given to:

- .1 The form of set up of the sampler;
- .2 The form of the primary sample container;
- .3 The cleanliness and dryness of the sampler and the primary sample container prior to use;
- .4 The setting of the means used to control the flow to the primary sample container; and
- .5 The method to be used to secure the sample from tampering or contamination during the bunker operation.

5.3 The primary sample receiving container should be attached to the sampling equipment and sealed so as to prevent tampering or contamination of the sample throughout the bunker delivery period.

6. Sampling location

6.1 For the purpose of these Guidelines a sample of the fuel delivered to the ship should be obtained at either the bunker supply vessel's outlet bunker manifold or the receiving ship's inlet bunker manifold and should be drawn continuously throughout the bunker delivery period.*

7. Retained sample handling

7.1 The retained sample container should be clean and dry.

7.2 Immediately prior to filling the retained sample container, the primary sample quantity should be thoroughly agitated to ensure that it is homogenous.

7.3 The retained sample should be of sufficient quantity to perform the tests required but should not be less than 400 ml. The container should be filled to 90% ± 5% capacity and sealed.

* The phrase "be drawn continuously throughout the bunker delivery period" in paragraph 6 of the Guidelines should be taken to mean continuous collection of drip sample throughout the delivery of bunker fuel covering each bunker delivery note. In case of receiving an amount of bunker fuel necessitating two or more delivery notes, the sampling work may be temporarily stopped to change sample bags and bottles and then resumed as necessary.

8. Sealing of the retained sample

- 8.1 Immediately following collection of the retained sample, a tamper proof security seal with a unique means of identification should be installed by the local supplier's representative in the presence of the ship's representative. A label containing the following information should be secured to the retained sample container:
- .1 location at which, and the method by which, the sample was drawn;
 - .2 date of commencement of delivery;
 - .3 name of bunker tanker/bunker installation;
 - .4 name and IMO number of the receiving ship;
 - .5 signatures and names of the supplier's representative and the ship's representative;
 - .6 details of seal identification; and
 - .7 bunker grade.
- 8.2 To facilitate cross-reference details of the seal, identification may also be recorded on the bunker delivery note.

9. Retained sample storage

- 9.1 The retained sample should be kept in a safe storage location, outside the ship's accommodation, where personnel would not be exposed to vapours which may be released from the sample. Care should be exercised when entering a sample storage location.
- 9.2 The retained sample should be stored in a sheltered location where it will not be subject to elevated temperatures, preferably at a cool/ambient temperature, and where it will not be exposed to direct sunlight.
- 9.3 Pursuant to Regulation 18(6) of Annex VI of MARPOL 73/78, the retained sample should be retained under the ship's control until the fuel oil is substantially consumed, but in any case for a period of not less than 12 months from the time of delivery.
- 9.4 The ship's master should develop and maintain a system to keep track of the retained samples.

Appendix 2

LOCAL FUEL OIL SUPPLIERS INITIAL DECLARATION

1	Name of Company		
2	Address	Building Street Town County Country Post Code	
3	Contact Name		
4	Telephone Number		
5	Fax Number		
6	E. mail Address		
7	Fuel oil supplier		
8	Local fuel oil supplier		
9	Date registered as Local fuel oil supplier		
10	Date of declaration		
11	Ports supplied		
12	Delivery by bunker supply vessel		
13	Delivery by road tanker		
14	Delivery from direct shore supply		
15	Supplier of HFO		
16	Supplier of MGO		
17	Supplier of Diesel		

Signature

Name

Date

Appendix 3

LOCAL FUEL OIL SUPPLIER ANNUAL DECLARATION

1	Name of Company		
2	Address	Building Street Town County Country Post Code	
3	Contact Name		
4	Telephone Number		
5	Fax Number		
6	E. mail Address		

Signature

Name

Date

The annual period will commence on the 19 May of each year and the supplier must submit the annual declaration within 3 months of that date. If there are any changes to the initial declaration, it must be re-submitted with the new information.

Appendix 4

LIST OF CONTROLLED OZONE-DEPLETING SUBSTANCES AS DEFINED IN THE MONTREAL PROTOCOL

Annex A: Controlled substances

Group	Substance	Ozone-Depleting Potential*
<i>Group I</i>		
CFCl ₃	(CFC-11)	1.0
CF ₂ Cl ₂	(CFC-12)	1.0
C ₂ F ₃ Cl ₃	(CFC-113)	0.8
C ₂ F ₄ Cl ₂	(CFC-114)	1.0
C ₂ F ₅ Cl	(CFC-115)	0.6
<i>Group II</i>		
CF ₂ BrCl	(halon-1211)	3.0
CF ₃ Br	(halon-1301)	10.0
C ₂ F ₄ Br ₂	(halon-2402)	6.0

* These ozone depleting potentials are estimates based on existing knowledge and will be reviewed and revised periodically.

Annex B: Controlled substances

Group	Substance	Ozone-Depleting Potential
<i>Group I</i>		
CF ₃ Cl	(CFC-113)	1.0
C ₂ FCl ₅	(CFC-111)	1.0
C ₂ F ₂ Cl ₄	(CFC-112)	1.0
C ₃ FCl ₇	(CFC-211)	1.0
C ₃ F ₂ Cl ₆	(CFC-212)	1.0
C ₃ F ₃ Cl ₅	(CFC-213)	1.0
C ₃ F ₄ Cl ₄	(CFC-214)	1.0
C ₃ F ₅ Cl ₃	(CFC-215)	1.0
C ₃ F ₆ Cl ₂	(CFC-216)	1.0
C ₃ F ₇ Cl	(CFC-217)	1.0
<i>Group II</i>		
CCl ₄	carbon tetrachloride	1.1
<i>Group III</i>		
C ₂ H ₃ Cl ₃ *	1,1,1-trichloroethane* (methyl chloroform)	0.1

* This formula does not refer to 1,1,2-trichloroethane.

Annex C: Controlled substances

Group	Substance	Number of isomers	Ozone-Depleting Potential
<i>Group I</i>			
CHFCI ₂	(HCFC-21)**	1	0.04
CHF ₂ Cl	(HCFC-22)**	1	0.055
CH ₂ FCI	(HCFC-31)	1	0.02
C ₂ HFCl ₄	(HCFC-121)	2	0.01–0.04
C ₂ HF ₂ Cl ₃	(HCFC-122)	3	0.02–0.08
C ₂ HF ₃ Cl ₂	(HCFC-123)	3	0.02–0.06
CHCl ₂ CF ₃	(HCFC-123)**	–	0.02
C ₂ HF ₄ Cl	(HCFC-124)	2	0.02–0.04
CHFCICF ₃	(HCFC-124)**	–	0.022
C ₂ H ₂ FCI ₃	(HCFC-131)	3	0.007–0.05
C ₂ H ₂ F ₂ Cl ₂	(HCFC-132)	4	0.008–0.05
C ₂ H ₂ F ₃ Cl	(HCFC-133)	3	0.02–0.06
C ₂ H ₃ FCI ₂	(HCFC-141)	3	0.005–0.07
CH ₃ CFCl ₂	(HCFC-141b)**	–	0.11
C ₂ H ₃ F ₂ Cl	(HCFC-142)	3	0.008–0.07

CH ₃ CF ₂ Cl	(HCFC-142b)**	–	0.065
C ₂ H ₄ FCI	(HCFC-151)	2	0.003– 0.005
C ₃ HFCI ₆	(HCFC-221)	5	0.015– 0.07
C ₃ HF ₂ Cl ₅	(HCFC-222)	9	0.01–0.09
C ₃ HF ₃ Cl ₄	(HCFC-223)	12	0.01–0.08
C ₃ HF ₄ Cl ₃	(HCFC-224)	12	0.01–0.09
C ₃ HF ₅ Cl ₂	(HCFC-225)	9	0.02–0.07
CF ₃ CF ₂ CHCl ₂	(HCFC-225ca)**	–	0.025
CF ₂ ClCF ₂ CHClF	(HCFC-225cb)**	–	0.033
C ₃ HF ₆ Cl	(HCFC-226)	5	0.02–0.10
C ₃ H ₂ FCI ₅	(HCFC-231)	9	0.05–0.09
C ₃ H ₂ F ₂ Cl ₄	(HCFC-232)	16	0.008– 0.10
C ₃ H ₂ F ₃ Cl ₃	(HCFC-233)	18	0.007– 0.23
C ₃ H ₂ F ₄ Cl ₂	(HCFC-234)	16	0.01–0.28
C ₃ H ₂ F ₅ Cl	(HCFC-235)	9	0.03–0.52
C ₃ H ₃ FCI ₄	(HCFC-241)	12	0.004– 0.09
C ₃ H ₃ F ₂ Cl ₃	(HCFC-242)	18	0.005– 0.13
C ₃ H ₃ F ₃ Cl ₂	(HCFC-243)	18	0.007– 0.12

$C_3H_3F_4Cl$	(HCFC-244)	12	0.009– 0.14
$C_3H_4FCl_3$	(HCFC-251)	12	0.001– 0.01
$C_3H_4F_2Cl_2$	(HCFC-252)	16	0.005– 0.04
$C_3H_4F_3Cl$	(HCFC-253)	12	0.003– 0.03
$C_3H_5FCl_2$	(HCFC-261)	9	0.002– 0.02
$C_3H_5F_2Cl$	(HCFC-262)	9	0.002– 0.02
C_3H_6FCl	(HCFC-271)	5	0.001– 0.03
<i>Group II</i>			
$CHBr_2$		1	1.00
CHF_2Br	(HBFC-22B1)	1	0.74
CH_2FBr		1	0.73
C_2HFBr_4		2	0.3–0.8
$C_2HF_2Br_3$		3	0.5–1.8
$C_2HF_3Br_2$		3	0.4–1.6
C_2HF_4Br		2	0.7–1.2
$C_2H_2FBr_3$		3	0.1–1.1

$C_2H_2F_2Br_2$		4	0.2–1.5
$C_2H_2F_3Br$		3	0.7–1.6
$C_2H_3FBr_2$		3	0.1–1.7
$C_2H_3F_2Br$		3	0.2–1.1
C_2H_4FBr		2	0.07–0.1
C_3HFBr_6		5	0.3–1.5
$C_3HF_2Br_5$		9	0.2–1.9
$C_3HF_3Br_4$		12	0.3–1.8
$C_3HF_4Br_3$		12	0.5–2.2
$C_3HF_5Br_2$		9	0.9–2.0
C_3HF_6Br		5	0.7–3.3
$C_3H_2FBr_5$		9	0.1–1.9
$C_3H_2F_2Br_4$		16	0.2–2.1
$C_3H_2F_3Br_3$		18	0.2–5.6
$C_3H_2F_4Br_2$		16	0.3–7.5
$C_3H_2F_5Br$		8	0.9–14.0
$C_3H_3FBr_4$		12	0.08–1.9
$C_3H_3F_2Br_3$		18	0.1–3.1
$C_3H_3F_3Br_2$		18	0.1–2.5
$C_3H_3F_4Br$		12	0.3–4.4

C ₃ H ₄ FBr ₃		12	0.03–0.3
C ₃ H ₄ F ₂ Br ₂		16	0.1–1.0
C ₃ H ₄ F ₃ Br		12	0.07–0.8
C ₃ H ₅ FBr ₂		9	0.04–0.4
C ₃ H ₅ F ₂ Br		9	0.07–0.8
C ₃ H ₆ FBr		5	0.02–0.7
<i>Group III</i>			
CH ₂ BrCl	bromochloromethane	1	0.12

* Where a range of ODPs is indicated, the highest value in that range shall be used for the purposes of the Protocol. The ODPs listed as a single value have been determined from calculations based on laboratory measurements. Those listed as a range are based on estimates and are less certain. The range pertains to an isomeric group. The upper value is the estimate of the ODP of the isomer with the highest ODP, and the lower value is the estimate of the ODP of the isomer with the lowest ODP.

** Identifies the most commercially viable substances with ODP values listed against them to be used for the purposes of the Protocol.

Annex D*: A list of products** containing controlled substances specified in Annex A

	Products	Customs code number
1.	Automobile and truck air conditioning units (whether incorporated in vehicles or not)	.....
2.	Domestic and commercial refrigeration and air conditioning/heat pump equipment***	.....
	e.g. Refrigerators	.....
	Freezers	.....

		Dehumidifiers	.....
		Water coolers	.....
		Ice machines	.....
		Air conditioning and heat pump units	.....
3.	Aerosol products, except medical aerosols		.....
4.	Portable fire extinguisher		.....
5.	Insulation boards, panels and pipe covers		.....
6.	Pre-polymers		.....

* This Annex was adopted by the Third Meeting of the Parties in Nairobi, 21 June 1991 as required by paragraph 3 of Article 4 of the Protocol.

** Though not when transported in consignments of personal or household effects or in similar non-commercial situations normally exempted from customs attention.

*** When containing controlled substances in Annex A as a refrigerant and/or in insulating material of the product

Annex E: Controlled substance

Group	Substance	Ozone-Depleting Potential
<i>Group I</i>		
CH ₃ Br	methyl bromide	0.6

Appendix 5

UNITED KINGDOM AIR POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 under the authority of the Government of the United Kingdom:

by

*(Full designation of the competent person or organisation
authorised under the provisions of the Merchant Shipping (Prevention of Air Pollution from
Ships) Regulations 2008)*

Name of ship	Distinctive numbers or letters	IMO number	Port of registry	Gross tonnage

Type of ship: tanker
 ships other than a tanker

THIS IS TO CERTIFY:

1. That the ship has been surveyed in accordance with Regulation 5 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008; and
2. That the survey shows that the equipment, systems, fittings, arrangements and materials fully comply with the applicable requirements of Annex VI of the MARPOL Convention.

Completion date of survey on which this Certificate is based(dd/mm/yyyy)

This certificate is valid until subject to surveys in accordance with Regulation 7 or 8 of The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

Issued at

(Place of issue of certificate)

.....
(Date of issue)

.....
*(signature of duty authorised official
issuing the certificate)*

*(Seal or stamp of the authority,
as appropriate)*

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by Regulation 7 or 8 of the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 the ship was found to comply with the relevant provisions of Annex VI of the MARPOL Convention:

Annual survey: Signed

(Signature of duly authorised official)

Place

Date

(Seal or stamp of the authority, as appropriate)

Annual*/Intermediate* survey: Signed

(Signature of duly authorised official)

Place

Date

(Seal or stamp of the authority, as appropriate)

Annual*/Intermediate* survey: Signed

(Signature of duly authorised official)

Place

Date

(Seal or stamp of the authority, as appropriate)

Annual survey: Signed

(Signature of duly authorised official)

Place

Date

(Seal or stamp of the authority, as appropriate)

* Delete as appropriate.

**SUPPLEMENT TO
UNITED KINGDOM AIR POLLUTION PREVENTION CERTIFICATE
(UKAPP CERTIFICATE)**

RECORD OF CONSTRUCTION AND EQUIPMENT

In respect of the provisions of Annex VI of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as "the Convention") as implemented in the United Kingdom for ships which are operating solely in United Kingdom waters by the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

Notes:

1. This Record shall be permanently attached to the UKAPP Certificate. The UKAPP Certificate shall be available on board the ship at all times.
2. Entries in boxes shall be made by inserting either a cross (x) for the answer "yes" and "applicable" or a (-) for the answers "no" and "not applicable" as appropriate.
3. Unless otherwise stated, Regulations mentioned in this Record refer to the Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008.

1. Particulars of ship

- 1.1 Name of ship
- 1.2 Distinctive number or letters
- 1.3 IMO number.....
- 1.4 Port of registry.....
- 1.5 Gross tonnage
- 1.6 Date on which keel was laid or ship was at a similar stage of construction.....
- 1.7 Date of commencement of major engine conversion (if applicable) (Regulation 21):

2. Control of emissions from ships

2.1 Ozone-depleting substances (Regulation 20)

2.1.1 The following systems containing ODS installed before 19 May 2005 may continue in service until 1 January 2020:

System equipment	Location on board

2.2 Nitrogen oxides (NO_x) (Regulation 21)

2.2.1 The following diesel engines with power output greater than 130 kW, and installed on a ship constructed on or after 1 January 2000, comply with the emission standards of Regulation 21 in accordance with the NO_x Technical Code:

Manufacturer and model	Serial number	Use	Power output (kW)	Rated speed (rpm)

2.2.2 The following diesel engines with power output greater than 130 kW, and which underwent major conversion per Regulation 21 on or after 1 January 2000, comply with the emission standards of Regulation 21 in accordance with the NO_x Technical Code:
□

Manufacturer and model	Serial number	Use	Power output (kW)	Rated speed (rpm)

2.2.3 The following diesel engines with a power output greater than 130 kW installed on a ship constructed on or after 1 January 2000, with a power output greater than 130 kW, are fitted to a ship with an exhaust gas cleaning system or other equivalent methods in accordance with Regulation 21 and the NO_x Technical Code and comply with the emission standards of Regulation 21:.....□

Manufacturer and model	Serial number	Use	Power output (kW)	Rated speed (rpm)

2.2.4 The following diesel engines from 2.2.1, 2.2.2 and 2.2.3 above are fitted with NO_x emission monitoring and recording devices in accordance with the NO_x Technical Code:

Manufacturer and model	Serial number	Use	Power output (kW)	Rated speed (rpm)

2.3 Sulphur oxides (SO_x) (Regulation 22)

2.3.1 When the ship operates within an SO_x emission control area specified in Regulation 22, the ship uses:

- .1 fuel oil with a sulphur content that does not exceed 1.5% m/m as documented by bunker delivery notes; or
- .2 unit approved exhaust gas cleaning installation/s issued with a SECA Compliance certificate/s and an approved Shipboard SECA compliance plan which demonstrates the total SO_x ship emission are reduced to reduce below 6.0 g SO_x/kW h; or
- .3 an approved exhaust gas cleaning direct monitoring system and an approved Shipboard SECA compliance plan which demonstrates that the total SO_x ship emission are reduced to reduce below 6.0 g SO_x/kW h; or
- .4 other approved technology to reduce SO_x emissions below 6.0 g SO_x/kW h

Note: The relevant SECA Compliance Certificate/s and SECA compliance plan must be attached to this document

2.4 Volatile organic compounds (VOCs) (Regulation 23)

2.4.1 The tanker has a vapour collection system installed and approved in accordance with MSC/Circ.585.....

2.5 Incinerator (Regulation 24)

2.5 The ship has an incinerator:

- .1 which complies with MSN 1734 (M+F).....
- .2 installed before 1 January 2000 which does not comply with MSN 1734 (M+F).....

THIS IS TO CERTIFY that this Record is correct in all respects.

Issued at
(Place of issue of the Record)

.....
Date of issue

.....
(Signature of duly authorized official
issuing the Record)

(Seal or stamp of the authority, as appropriate)

Annual/intermediate survey in accordance with regulation 9(8)(c)

THIS IS TO CERTIFY that, at an annual/intermediate* survey in accordance with regulation 9(8)(c) of Annex VI of the Convention, the ship was found to comply with the relevant provisions of the Convention:

Signed:.....
(signature of authorized official)

Place:.....

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the certificate if valid for less than 5 years where regulation 9(3) applies

The ship complies with the relevant provisions of the Convention, and this certificate shall, in accordance with regulation 9(3) of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):.....

Signed:.....
(signature of authorized official)

Place:.....

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the certificate if valid for less than 5 years where regulation 9(4) applies

The ship complies with the relevant provisions of the Convention, and this certificate shall, in accordance with regulation 9(4) of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):.....

Signed:.....

(signature of authorized official)

Place:.....

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where regulation 9(5) or 9(6) applies

This certificate shall, in accordance with regulation 9(5) or 9(6) of Annex VI of the Convention, be accepted as valid until (dd/mm/yyyy):.....

Signed:.....

(signature of authorized official)

Place:.....

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Endorsement for advancement of anniversary date where regulation 9(8) applies

In accordance with regulation 9(8) of Annex VI of the Convention, the new anniversary date is (dd/mm/yyyy):.....

Signed:.....

(signature of authorized official)

Place:.....

Date (dd/mm/yyyy):.....

(Seal or stamp of the authority, as appropriate)

Appendix 6

Marine Fuel Sulphur Record Book

1. Introduction

- 1.1 The Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 Regulations require (under Regulation 22(3)(b)) Masters to record evidence of the changeover to low sulphur (1.5% or below sulphur content by mass) fuel in order to demonstrate compliance having entered a Sulphur Emission Control Area (SECA).
- 1.2 This record is required to be in the form outlined in this Appendix or an equivalent that has been approved by the MCA for use on UK flagged vessels.

2. Content of the Marine Fuel Sulphur Record Book

- 2.1 At a minimum the Marine Fuel Sulphur Record Book (MFSRB) should contain:

- Name of Vessel
- IMO Number
- Distinctive letters or numbers (if applicable)

- 2.2 And on entry into a SECA:

- SECA being entered
- Date changeover of fuel is completed
- Time changeover of fuel is completed
- Position of the ship at which changeover of fuel is completed
- Volume of low sulphur fuel oil in each tank

- 2.3 Each completed page should be signed off by the Master and dated.

- 2.4 An example record book page is given below for reference.

