

## MARPOL Annex VI - Summary of requirements

Regulation	Requirements and Applicability	Comments
6 – Certification	<ul style="list-style-type: none"> <li>• <b>Ships constructed on/after 19 May 2005</b> must hold an IAPP certificate and one EIAPP certificate for each diesel engine of 130 kW or more upon its delivery.</li> <li>• <b>Ships delivered between 1 January 2000 and 19 May 2005</b> must hold an IAPP certificate and one EIAPP certificate for each diesel engine of 130 kW or more at the first scheduled drydocking survey after 19 May 2005, but not later than 19 May 2008.</li> <li>• <b>Ships constructed before 1 January 2000</b> must hold an IAPP certificate at the first scheduled drydocking survey after 19 May 2005, but not later than 19 May 2008.</li> </ul>	For ships constructed before 1 January 2000, if a diesel engine undergoes or has undergone a major conversion after 1 January 2000, the engine must hold an EIAPP certificate.
12 – Ozone Depleting Substances	<ul style="list-style-type: none"> <li>• New installations containing ODS are prohibited on all ships.</li> <li>• Deliberate emission of ODS during operation, maintenance, repair is prohibited.</li> </ul>	New installations containing HCFCs are permitted until 1 January 2020.
13 – NOx emissions	<ul style="list-style-type: none"> <li>• <b>Ships constructed on/after 19 May 2005</b> – Every diesel engine of 130 kW or more must be supplied with an EIAPP certificate and a Technical File. This requirement is applicable upon ship's delivery.</li> <li>• <b>Ships constructed after 1 January 2000 and before 19 May 2005</b> – The above requirement is applicable at the first scheduled drydocking survey after 19 May 2005, but not later than 19 May 2008.</li> <li>• <b>Ships constructed before 1 January 2000</b> – These ships do not need to comply with this regulation unless its diesel engines have undergone a major conversion after 1 January 2000, in which case the regulation applies at the first scheduled drydocking survey after 19 May 2005, but not later than 19 May 2008.</li> </ul>	Engine major conversion includes : <ul style="list-style-type: none"> <li>• Engine replacement by a new engine built on/after 1 January 2000</li> <li>• Substantial modification that could increase the level of NOx emission</li> <li>• Maximum continuous rating (output) increase by more than 10%</li> </ul>
14 – SOx emissions	<ul style="list-style-type: none"> <li>• The sulphur content of any fuel oil used on board shall not exceed 4.5% m/m.</li> <li>• In SOx emission control areas, the sulphur content shall not exceed 1.5% m/m, or the ship must be provided with an approved exhaust gas cleaning system</li> <li>• Before entering SOx emission control areas, fuel systems with sulphur content exceeding 1.5% m/m must be fully flushed and fuel change over parameters recorded</li> </ul>	<ul style="list-style-type: none"> <li>• Baltic Sea is already declared SOx emission control area.</li> <li>• North Sea and English/French Channel are expected to be declared SECA in 2007</li> </ul>
15 – Volatile Organic Compounds	<ul style="list-style-type: none"> <li>• Countries which are Party to the MARPOL Convention may designate ports or terminals as areas in which the emissions of volatile organic compounds from cargo tanks are controlled.</li> <li>• Tankers which are subject to vapour emission control shall be equipped with a vapour emission control system approved by the Administration.</li> </ul>	The size of the tankers to be controlled and the cargoes requiring vapour emission control system are précised by the Countries and notified to IMO.
16 – Shipboard incineration	<ul style="list-style-type: none"> <li>• Shipboard incinerators installed on/after 1 January 2000 are to be Type Approved against provisions of Resolution MEPC.76 (40).</li> <li>• An operating manual shall be provided and personnel responsible for the operation of incinerator shall be trained.</li> <li>• Incineration of certain substances is prohibited (cargo residues, PCBs, garbage containing traces of heavy metals, etc)</li> </ul>	Incineration of PVCs is prohibited except in incinerators issued with an IMO Type Approval certificate as per MEPC.59 (33) or MEPC.76 (40).
18 – Fuel oil quality	<ul style="list-style-type: none"> <li>• Fuel oil used on board shall be blends of hydrocarbons derived from petroleum refining, free from inorganic acids and shall not include any added substance or chemical waste.</li> <li>• Bunker delivery notes shall be kept onboard for a period of three years after fuel oil delivery.</li> <li>• Bunker delivery notes shall be accompanied by a sample of the delivered fuel oil. The sample is kept onboard until the fuel oil is substantially consumed but for not less than 12 months.</li> </ul>	Guidelines for the sampling are given in Resolution MEPC.96 (47).