

Shipping Consultative Committee

Proposed Amendments to Merchant Shipping Regulations

Purpose

1. The purpose of this paper is to seek members' views on the proposed amendments to the Hong Kong Merchant Shipping (Prevention of Air Pollution) Regulation (Cap. 413M) to implement the amendments to the MARPOL Annex VI.

Backgrounds

2. On 10 October 2008, IMO adopted the amendments to the MARPOL Annex VI and the NOx Technical Code. The amendments will enter into force on **1 July 2010**. A copy of the revised text of the MARPOL Annex VI and NOx Technical Code, which are annexed to the IMO document MEPC58/WP.9, and also the MEPC 58/WP.9/Corr.1, is enclosed for members' reference. A Hong Kong Merchant Shipping Information Note will be issued once the relevant IMO resolutions are published.

Summary of Amendments

3. MARPOL Annex VI

The main changes include:

- (i) Progressive reduction in SOx emissions from ships, with the global sulphur cap reduced initially to 3.5 %, effective from 1 January 2012 (from the current 4.5 %); then progressively to 0.5 %, effective from 1 January 2020, subject to a feasibility review to be completed not later than 2018. The limits applicable in Sulphur Emission Control Areas (SECAs) would be reduced to 1.0 %, beginning on 1 July 2010 (from the current 1.5 %); and further reduced to 0.1 %, effective from 1 January 2015.
- (ii) Progressive reductions in NOx emissions for "Tier II" marine engines installed on ships constructed on or after 1 January 2011 down to 14.4 g/kWh (from the current 17.0 g/kWh); and with the most stringent controls on "Tier III" engines installed on ships constructed on or after 1 January 2016, operating in Emission Control Areas.
- (iii) Existing diesel engines with a power output of more than 5,000 kW and a displacement per cylinder at or above 90 litres installed on ships constructed on or after 1 January 1990 but prior to 1 January 2000, will have to comply with the

“Tier I” emission limit (17.0 g/kW) when Approved Methods for the engines are available and certified.

- (iv) A VOC Management Plan is required to ensure that the operation of a tanker, to which regulation 15 of Annex VI applies, will prevent or minimize VOC emissions to the extent possible.

4. NO_x Technical Code

The NO_x Technical Code is revised to include provisions for direct measurement and monitoring methods, a certification procedure for existing engines, and test cycles to be applied to Tier II and Tier III engines.

Implementation of International Requirements

- 5. HKSAR should keep in line with the international standards and implement the new requirements mentioned in above paragraphs 3 and 4 of this paper, by amending the Hong Kong Merchant Shipping (Prevention of Air Pollution) Regulation (Cap. 413M).

Consultation

- 6. Members’ comments are invited on our above proposal to implement the international requirements for Hong Kong registered ships.

Marine Department
Multi-lateral Policy Division
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- Encl:**
- (i) Annex 1 to MEPC 58/WP.9 (Revised MARPOL Annex VI)
 - (ii) Annex 2 to MEPC 58/WP.9 (Revised NO_x Technical Code)
 - (iii) MEPC 58/WP.9/Corr.1