

本地船隻諮詢委員會

修訂《商船（防止空氣污染）規例》 （第413P章）

目的

本文件就有關修訂《商船（防止空氣污染）規例》（第413P章）以實施經修訂的《1973年國際防止船舶造成污染公約》（《防污公約》）中《附則VI》對本地船隻要求事宜徵求委員意見。

背景

2. 第75屆國際海事組織海上環境保護委員會於2020年11月20日通過MEPC.324(75)號決議案（見附錄¹），以修訂《防污公約》中《附則VI》的要求。該修正案將於2022年4月1日在全球生效。

3. MEPC.324(75)號決議案對《附則VI》的主要修訂如下：

- (a) 要求在2022年4月1日或之後建造的400總噸及以上的船舶安裝或指定採樣點，以對船上正在使用的燃油進行代表性採樣；
- (b) 要求在2022年4月1日之前建造的400總噸及以上的船舶，在不遲於2023年4月1日或之後的首次換證檢驗期間，必須符合上述第3(a)段有關採樣點的要求；
- (c) 在分析使用中或船上燃油樣本時，須按指定燃油驗證程序進行；及
- (d) 對多種類型適用噸位的船舶²的第3階段能效設計

¹ 「國際海事組織」暫祇能提供英文決議案作參考。

² 決議案第21條款表1。

指數(EEDI)的生效日期由2025年提前至2022年。

立法建議

4. 為與國際標準保持一致，海事處正草擬修訂第413P章相關條文，以實施決議案的新要求。由於第413P章中關於EEDI和燃油驗證程序的條文可使用直接提述方式，因此無需再作法例修訂。視乎法律意見，就履行決議案中對代表性燃油樣品採樣點的要求，須修訂第413P章的相關條文。我們預計將有關的法例修訂在2020/2021立法年度呈交立法會審議。
5. 在本地法例修訂生效日期後，400總噸及以上的本地船隻在新申領《防止空氣污染證書》或法例生效後12個月或更長時間的首次換證檢驗期間，須滿足上述第3(a)段中有關採樣點的要求。
6. 請委員就上文第5段提供意見。

海事處
航運政策科
2020年11月

連附錄

MEPC.324 (75) 號決議案

ANNEXES**PROVISIONAL LIST OF ANNEXES**

- ANNEX 1 RESOLUTION MEPC.324(75) – AMENDMENTS TO MARPOL ANNEX VI (SAMPLING AND VERIFICATION OF THE SULPHUR CONTENT AND EEDI)
- ANNEX 2 RESOLUTION MEPC.325(75) – AMENDMENTS TO REGULATION E-1 AND APPENDIX I OF THE INTERNATIONAL CONVENTION FOR THE CONTROL AND MANAGEMENT OF SHIPS' BALLAST WATER AND SEDIMENTS, 2004
- ANNEX 3 RESOLUTION MEPC.326(75) – 2020 GUIDELINES FOR MONITORING THE WORLDWIDE AVERAGE SULPHUR CONTENT OF FUEL OILS SUPPLIED FOR USE ON BOARD SHIPS
- ANNEX 4 RESOLUTION MEPC.327(75) – ENCOURAGEMENT OF MEMBER STATES TO DEVELOP AND SUBMIT VOLUNTARY NATIONAL ACTION PLANS TO ADDRESS GHG EMISSIONS FROM SHIPS
- ANNEX 5 DRAFT AMENDMENTS TO MARPOL ANNEX VI (MANDATORY GOAL-BASED TECHNICAL AND OPERATIONAL MEASURES TO REDUCE CARBON INTENSITY OF INTERNATIONAL SHIPPING)
- ANNEX 6 TERMS OF REFERENCE AND ARRANGEMENTS FOR THE CONDUCT OF A COMPREHENSIVE IMPACT ASSESSMENT OF THE SHORT-TERM MEASURE BEFORE MEPC 76
- ANNEX 7 DRAFT AMENDMENTS TO THE AFS CONVENTION (ANNEXES 1 AND 4)
- ANNEX 8 DRAFT AMENDMENTS TO MARPOL ANNEX I (HEAVY FUEL OIL)
- ANNEX 9 DRAFT AMENDMENTS TO MARPOL ANNEXES I, IV AND VI (EXEMPTION OF UNSP BARGES FROM SURVEY AND CERTIFICATION REQUIREMENTS)
- ANNEX 10 BIENNIAL AGENDA OF THE PPR SUB-COMMITTEE FOR THE 2020-2021 BIENNIUM
- ANNEX 11 PROVISIONAL AGENDA FOR PPR 8
- ANNEX 12 STATUS OF OUTPUTS OF MEPC FOR THE 2020-2021 BIENNIUM
- ANNEX 13 ITEMS TO BE INCLUDED IN THE AGENDA OF MEPC 76
- ANNEX 14 STATEMENTS BY DELEGATIONS AND OBSERVERS

ANNEX 1

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

**(Procedures for sampling and verification of the sulphur content of fuel oil and
the Energy Efficiency Design Index (EEDI))**

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,

RECALLING FURTHER that Circular MEPC.1/Circ.882 had requested the Parties to apply the amendments to appendix VI of MARPOL Annex VI related to the verification procedure for a MARPOL Annex VI fuel oil sample (regulation 18.8.2 or regulation 14.8) in advance of their entry into force,

HAVING CONSIDERED, at its seventy-fifth session, proposed amendments to MARPOL Annex VI concerning procedures for sampling and verification of the sulphur content of fuel oil and the Energy Efficiency Design Index (EEDI), 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 October 2021] 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 April 2022] upon their acceptance in accordance with paragraph 2 above;

4 INVITES ALSO the Parties to consider the early application of the annexed amendments;

5 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;

6 REQUESTS ALSO 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
(Regulations 1, 2, 14, 18, 20, 21 and appendices I and VI)**

Regulation 1

Application

- 1 The full text of regulation 1 is replaced by the following:

"The provisions of this Annex shall apply to all ships, except where expressly provided otherwise."

Regulation 2

Definitions

- 2 New paragraphs 52 to 56 are inserted after paragraph 51, as follows:

"52 *Sulphur content of fuel oil* means the concentration of sulphur in a fuel oil, measured in % m/m as tested in accordance with a standard acceptable to the Organization.¹

53 *Low-flashpoint fuel* means gaseous or liquid fuel oil having a flashpoint lower than otherwise permitted under paragraph 2.1.1 of regulation 4 of chapter II-2 of the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended.

54 *MARPOL delivered sample* means the sample of fuel oil delivered in accordance with regulation 18.8.1 of this Annex.

55 *In-use sample* means a sample of fuel oil in use on a ship.

56 *On board sample* means a sample of fuel oil intended to be used or carried for use on board that ship."

Regulation 14

Sulphur oxides (SO_x) and particulate matter

- 3 New paragraphs 8 to 13 and associated headings are inserted after existing paragraph 7 as follows:

"In-use and on board fuel oil sampling and testing

8 If the competent authority of a Party requires the in-use or on board sample to be analysed, it shall be done in accordance with the verification procedure set forth in appendix VI to this Annex to determine whether the fuel oil being used or carried for use on board meets the requirements in paragraph 1 or paragraph 4 of this regulation. The in-use sample shall be drawn taking into account the guidelines

¹ Refer to ISO 8754:2003 Petroleum products – Determination of sulphur content – Energy-dispersive X-ray fluorescence spectrometry.

developed by the Organization.² The on board sample shall be drawn taking into account the guidelines developed by the Organization.³

9 The sample shall be sealed by the representative of the competent authority with a unique means of identification installed in the presence of the ship's representative. The ship shall be given the option of retaining a duplicate sample.

In-use fuel oil sampling point

10 For each ship subject to regulations 5 and 6 of this Annex, sampling point(s) shall be fitted or designated for the purpose of taking representative samples of the fuel oil being used on board the ship taking into account the guidelines developed by the Organization.

11 For a ship constructed before [1 April 2022], the sampling point(s) referred to in paragraph 10 shall be fitted or designated not later than the first renewal survey as identified in regulation 5.1.2 of this Annex on or after [1 April 2023].

12 The requirements of paragraphs 10 and 11 above are not applicable to a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship.

13 The competent authority of a Party shall, as appropriate, utilize the sampling point(s) which is(are) fitted or designated for the purpose of taking representative sample(s) of the fuel oil being used on board in order to verify that the fuel oil complies with this regulation. Taking fuel oil samples by the competent authority of the Party shall be performed as expeditiously as possible without causing the ship to be unduly delayed."

Regulation 18

Fuel oil availability and quality

4 Paragraph 8.2 is replaced by the following:

"8.2 If a Party requires the representative sample to be analysed, it shall be done in accordance with the verification procedure set forth in appendix VI to this Annex to determine whether the fuel oil meets the requirements of this Annex."

Regulation 20

Attained Energy Efficiency Design Index (attained EEDI)

5 A new paragraph 3 is added after existing paragraph 2, as follows:

"3 For each ship subject to regulation 21 of this Annex, the Administration or any organization duly authorized by it shall report to the Organization the required and attained EEDI values and relevant information, taking into account the guidelines developed by the Organization,⁴ via electronic communication:

² Refer to the *2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships* (MEPC.1/Circ.864/Rev.1).

³ Refer to the *2020 Guidelines for onboard sampling of fuel oil intended to be used or carried for use on board a ship* (MEPC.1/Circ.[xx])

⁴ Refer to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73)), as amended by the Organization.

- .1 within seven months of completing the survey required under regulation 5.4 of this Annex; or
- .2 within seven months following [1 April 2022] for a ship delivered prior to [1 April 2022]."

Regulation 21
Required EEDI

6 The existing table 1 (Reduction factors (in percentage) for the EEDI relative to the EEDI reference line) and the associated footnotes are replaced by the following:

"

Ship Type	Size	Phase 0	Phase 1	Phase 2	Phase 2	Phase 3	Phase 3
		1 Jan 2013 – 31 Dec 2014	1 Jan 2015 – 31 Dec 2019	1 Jan 2020 – 31 Mar 2022	1 Jan 2020 – 31 Dec 2024	1 Apr 2022 and onwards	1 Jan 2025 and onwards
Bulk carrier	20,000 DWT and above	0	10		20		30
	10,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
Gas carrier	15,000 DWT and above	0	10	20		30	
	10,000 and above but less than 15,000 DWT	0	10		20		30
	2,000 and above but less than 10,000 DWT	n/a	0-10*		0-20*		0-30*
Tanker	20,000 DWT and above	0	10		20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
Containership	200,000 DWT and above	0	10	20		50	
	120,000 and above but less than 200,000 DWT	0	10	20		45	
	80,000 and above but less than 120,000 DWT	0	10	20		40	
	40,000 and above but less than 80,000 DWT	0	10	20		35	
	15,000 and above but less than 40,000 DWT	0	10	20		30	

Ship Type	Size	Phase 0 1 Jan 2013 – 31 Dec 2014	Phase 1 1 Jan 2015 – 31 Dec 2019	Phase 2 1 Jan 2020 – 31 Mar 2022	Phase 2 1 Jan 2020 – 31 Dec 2024	Phase 3 1 Apr 2022 and onwards	Phase 3 1 Jan 2025 and onwards
	10,000 and above but less than 15,000 DWT	n/a	0-10*	0-20*		15-30*	
General Cargo ships	15,000 DWT and above	0	10	15		30	
	3,000 and above but less than 15,000 DWT	n/a	0-10*	0-15*		0-30*	
Refrigerated cargo carrier	5,000 DWT and above	0	10		15		30
	3,000 and above but less than 5,000 DWT	n/a	0-10*		0-15*		0-30*
Combination carrier	20,000 DWT and above	0	10		20		30
	4,000 and above but less than 20,000 DWT	n/a	0-10*		0-20*		0-30*
LNG carrier***	10,000 DWT and above	n/a	10**	20		30	
Ro-ro cargo ship (vehicle carrier)***	10,000 DWT and above	n/a	5**		15		30
Ro-ro cargo ship***	2,000 DWT and above	n/a	5**		20		30
	1,000 and above but less than 2,000 DWT	n/a	0-5*, **		0-20*		0-30*
Ro-ro passenger ship***	1,000 DWT and above	n/a	5**		20		30
	250 and above but less than 1,000 DWT	n/a	0-5*, **		0-20*		0-30*
Cruise passenger ship*** having non-conventional propulsion	85,000 GT and above	n/a	5**	20		30	
	25,000 and above but less than 85,000 GT	n/a	0-5*, **	0-20*		0-30*	

* Reduction factor to be linearly interpolated between the two values dependent upon ship size. The lower value of the reduction factor is to be applied to the smaller ship size.

** Phase 1 commences for those ships on 1 September 2015.

*** Reduction factor applies to those ships delivered on or after 1 September 2019, as defined in paragraph 43 of regulation 2.

Note: n/a means that no required EEDI applies."

7 In table 2 (Parameters for determination of reference values for the different ship types), the first row corresponding to Ship type defined in regulation 2.25 is replaced by the following:

"2.25 Bulk carrier	961.79	DWT of the ship where DWT ≤ 279,000 279,000 where DWT > 279,000	0.477"
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**Appendix I
Form of International Air Pollution Prevention (IAPP) Certificate (Regulation 8)**

**Supplement to International Air Pollution Prevention Certificate (IAPP Certificate)
Record of construction and equipment**

8 New paragraphs 2.3.4 and 2.3.5 are inserted after paragraph 2.3.3 as follows:

"2.3.4 The ship [is fitted with designated] sampling point(s) in accordance with regulation 14.10 or 14.11.....

2.3.5 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 a fuel oil service system for a low-flashpoint fuel for combustion purposes for propulsion or operation on board the ship
.....

**Appendix VI
Fuel verification procedure for MARPOL Annex VI fuel oil samples (regulation 18.8.2)**

9 The full text of Appendix VI is replaced by the following:

"Verification procedures for a MARPOL Annex VI fuel oil sample (regulation 18.8.2 or regulation 14.8)

The following relevant verification procedure shall be used to determine whether the fuel oil delivered to, in use or carried for use on board a ship has met the applicable sulphur limit of regulation 14 of this Annex.

This appendix refers to the following representative MARPOL Annex VI fuel oil samples:

Part 1 – sample of fuel oil delivered⁵ in accordance with regulation 18.8.1, hereafter referred to as the "MARPOL delivered sample" as defined in regulation 2.54.

Part 2 – sample of fuel oil in use,⁶ intended to be used or carried for use on board in accordance with regulation 14.8, hereafter referred to as the "in-use

⁵ Samples taken in accordance with the 2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI (resolution MEPC.182(59)).

⁶ Samples taken in accordance with the 2019 Guidelines for on board sampling for the verification of the sulphur content of the fuel oil used on board ships (MEPC.1/Circ.864/Rev.1)

sample" as defined in regulation 2.55 and "on board sample"⁷ as defined in regulation 2.56.

Part 1 – MARPOL delivered sample

1 General Requirements

1.1 The representative sample of the fuel oil, which is required by regulation 18.8.1 (the MARPOL delivered sample) shall be used to verify the sulphur content of the fuel oil delivered to a ship.

1.2 A Party, through its competent authority, shall manage the verification procedure.

1.3 A laboratory undertaking the sulphur testing procedure given in this appendix shall have valid accreditation⁸ in respect of the test method to be used.

2 Verification Procedure Part 1

2.1 The MARPOL delivered sample shall be conveyed by the competent authority to the laboratory.

2.2 The laboratory shall:

- .1 record the details of the seal number and the sample label on the test record;
- .2 record the condition of the seal of the sample as received on the test record; and
- .3 reject any sample where the seal has been broken prior to receipt and record that rejection on the test record.

2.3 If the seal of the sample as received has not been broken, the laboratory shall proceed with the verification procedure and shall:

- .1 unseal the sample;
- .2 ensure that the sample is thoroughly homogenized;
- .3 draw two subsamples from the sample; and
- .4 reseal the sample and record the new reseal details on the test record.

2.4 The two subsamples shall be tested in succession, in accordance with the specified test method referred to in regulation 2.52 of this Annex. For the purposes of

⁷ Refer to the *2020 Guidelines for on board sampling of fuel oil intended to be used or carried for use on board a ship* (MEPC.1/Circ.[xx])

⁸ The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent standard for the performance of the given sulphur content test ISO 8754:2003.

this Part 1 verification procedure, the results of the test analysis shall be referred to as '1A' and '1B':

- .1 results '1A' and '1B' shall be recorded on the test record in accordance with the requirements of the test method; and
- .2 if the results of '1A' and '1B' are within the repeatability (r)⁹ of the test method, the results shall be considered valid; or
- .3 if the results '1A' and '1B' are not within the repeatability (r) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and tested. The sample bottle shall be resealed in accordance with paragraph 2.3.4 after the new subsamples have been taken.
- .4 in the case of two failures to achieve repeatability between '1A' and '1B', the cause of that failure shall be investigated by the laboratory and resolved before further testing of the sample is undertaken. On resolution of that repeatability issue, two new subsamples shall be taken in accordance with paragraph 2.3. The sample shall be resealed in accordance with paragraph 2.3.4 after the new subsamples have been taken.

2.5 If the test results of '1A' and '1B' are valid, an average of these two results shall be calculated. The average value shall be referred to as 'X' and shall be recorded on the test record:

- .1 if the result 'X' is equal to or less than the applicable limit required by regulation 14, the fuel oil shall be considered to have met the requirement; or
- .2 if the result 'X' is greater than the applicable limit required by regulation 14, the fuel oil shall be considered to have not met the requirement.

Table 1: Summary of Part 1 MARPOL delivered sample procedure

On the basis of the test method referred to in regulation 2.52 of this Annex		
Applicable limit % m/m: V	Result 2.5.1: $X \leq V$	Result 2.5.2: $X > V$
0.10	Met the requirement	Not met the requirement
0.50		
Result 'X' reported to 2 decimal places		

2.6 The final results obtained from this verification procedure shall be evaluated by the competent authority.

2.7 The laboratory shall provide a copy of the test record to the competent authority managing the verification procedure.

⁹ Repeatability (r) calculation in accordance with ISO 4259:2017-2 and as defined in the test method used.

Part 2 – In-use and on board samples

3 General Requirements

3.1 The in-use or on board sample, as appropriate, shall be used to verify the sulphur content of the fuel oil as represented by that sample of fuel oil at the point of sampling.

3.2 A Party, through its competent authority, shall manage the verification procedure.

3.3 A laboratory undertaking the sulphur testing procedure given in this appendix shall have valid accreditation¹⁰ in respect of the test method to be used.

4 Verification Procedure Part 2

4.1 The in-use or on board sample shall be conveyed by the competent authority to the laboratory.

4.2 The laboratory shall:

- .1 record the details of the seal number and the sample label on the test record;
- .2 record the condition of the seal of the sample as received on the test record; and
- .3 reject any sample where the seal has been broken prior to receipt and record that rejection on the test record.

4.3 If the seal of the sample as received has not been broken, the laboratory shall proceed with the verification procedure and shall:

- .1 unseal the sample;
- .2 ensure that the sample is thoroughly homogenized;
- .3 draw two subsamples from the sample; and
- .4 reseal the sample and record the new reseal details on the test record.

4.4 The two subsamples shall be tested in succession, in accordance with the specified test method referred to in regulation 2.52 of this Annex. For the purposes of this Part 2 verification procedure, the results obtained shall be referred to as '2A' and '2B':

- .1 results '2A' and '2B' shall be recorded on the test record in accordance with requirements of the test method; and

¹⁰ The laboratory is to be accredited to ISO/IEC 17025:2017 or an equivalent standard for the performance of the given sulphur content test ISO 8754:2003.

- .2 if the results of '2A' and '2B' are within the repeatability (r)¹¹ of the test method, the results shall be considered valid; or
- .3 if the results of '2A' and '2B' are not within the repeatability (r) of the test method, both results shall be rejected and two new subsamples shall be taken by the laboratory and tested. The sample bottle shall be resealed in accordance with paragraph 4.3.4 after the new subsamples have been taken; and
- .4 in the case of two failures to achieve repeatability between '2A' and '2B', the cause of that failure shall be investigated by the laboratory and resolved before further testing of the sample is undertaken. On resolution of that repeatability issue, two new subsamples shall be taken in accordance with paragraph 4.3. The sample shall be resealed in accordance with paragraph 4.3.4 after the new subsamples have been taken.

4.5 If the test results of '2A' and '2B' are valid, an average of these two results shall be calculated. That average value shall be referred to as 'Z' and shall be recorded on the test record:

- .1 if 'Z' is equal to or less than the applicable limit required by regulation 14, the sulphur content of the fuel oil as represented by the tested sample shall be considered to have met the requirement;
- .2 if 'Z' is greater than the applicable limit required by regulation 14 but less than or equal to that applicable limit + 0.59R (where R is the reproducibility of the test method),¹² the sulphur content of the fuel oil as represented by the tested sample shall be considered to have met the requirement; or
- .3 if 'Z' is greater than the applicable limit required by regulation 14 + 0.59R, the sulphur content of the fuel oil as represented by the tested sample shall be considered to have not met the requirement.

Table 2: Summary of in-use or on board sample procedure¹³

On the basis of the test method referred to in regulation 2.52 of this Annex				
Applicable limit %m/m: V	Test margin value: W	Result 4.5.1: $Z \leq V$	Result 4.5.2: $V < Z \leq W$	Result 4.5.3: $Z > W$
0.10	0.11	Met the requirement	Met the requirement	Not met the requirement
0.50	0.53			
Result 'Z' reported to 2 decimal places				

¹¹ Repeatability (r) calculation in accordance with ISO 4259:2017-2 and as defined in the test method used.

¹² Reproducibility (R) calculation in accordance with ISO 4259:2017-2 and as defined in the test method used.

¹³ Results of testing undertaken by the Company or other entities are outside the MARPOL process and hence should be considered within the approach given by ISO 4259:2017-2 regarding recipient drawn samples.

4.6 The final results obtained from this verification procedure shall be evaluated by the competent authority.

4.7 The laboratory shall provide a copy of the test record to the competent authority managing the verification procedure."
