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MARINE ENVIRONMENT PROTECTION
COMMITTEE
57th session
Agenda item 4

MEPC 57/4/37
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PREVENTION OF AIR POLLUTION FROM SHIPS

Issues regarding regulation 18 of MARPOL Annex VI

Submitted by Norway

SUMMARY

<i>Executive summary:</i>	This document comments upon MEPC 57/4/23 and suggest an addition to the proposed action to be taken by the Committee regarding the request to ISO on a fuel oil specification. The document furthermore contains a draft legal text if option 1, or similar options, is to be preferred by the Committee.
<i>Strategic direction:</i>	7.3
<i>High-level action:</i>	7.3.1
<i>Planned output:</i>	7.3.1.1
<i>Action to be taken:</i>	Paragraph 5
<i>Related documents:</i>	BLG 12/6/21; MEPC 57/4 and MEPC 57/4/23

Background and proposal

1 This document provides comments on MEPC 57/4/23 and is submitted in accordance with paragraph 4.10.5 of the Committees' Guidelines (MSC-MEPC.1/Circ.1) and the relaxed deadline for comments documents on the air pollution item to MEPC 57 with prior authorization of the MEPC Chairman following consultations with the Secretariat in line with paragraph 4.12 of the Committees' Guidelines.

2 Reference is made to the consideration at BLG 12 on whether to include a fuel oil specification in the amended MARPOL Annex VI (paragraphs 7 and 8 of MEPC 57/4/23). The consideration was based upon the outcome of the intersessional Working Group in Berlin (BLG 12/6) and a submission by Germany and Norway (BLG 12/6/21).

3 The proposed action requested by the Committee (paragraph 50.7) is: “to approach ISO inviting them to develop a draft fuel oil specification where also parameters related to air quality and ship safety is included (paragraphs 7 and 8)”. Norway agrees to this action, but we propose to add: “parameters adversely affecting the performance of the machinery and parameters with a potential of being harmful to personnel” since these aspects are also addressed in regulation 18 of Annex VI.

4 It should be noted that option 1 (MEPC 57/4/23, paragraphs 32 and 38) would require a fuel oil specification to be included in Annex VI if that option is to be adopted by the Committee. Such a specification would establish parameters equal to distillate fuel, and is not a complicated issue. The process preferred by BLG 12 on the follow-up of the Berlin meeting should not affect the decision relative to option 1, and hence lack of draft legal text should not affect a policy decision by the Committee. For this reason, Norway propose that if the Committee takes a decision which necessitates a specification (as in option 1), the text in the annex to this document could be included as an appendix to Annex VI, which regulation 18 refers to. The Committee may decide how such a reference should be phrased.

Action requested of the Committee

5 The Committee is invited to consider the proposals in this document and decide as appropriate.

ANNEX

DRAFT APPENDIX [VI] TO MARPOL ANNEX VI

Quality Specification for Marine Distillate Fuel Oil

1 For the purpose of application to regulation 18(1), the following specification will apply to all Marine Distillate Fuel Oil supplied to ships:

Characteristic	Unit	Limit specification		Test Method
Reference				
Density at 15°C	kg/m ³	max	900.0	ISO 12185
Viscosity at 40°C	mm ² /s	max	11.0	ISO 3104
Flash Point	°C	min	60	ISO 2719
Pour Point (upper)	°C	max	0	ISO 3016
Sulphur	% m/m	max	0.50	ISO 8754
Cetane Index		min	40	ISO 4264
Carbon Residue	% m/m	max	0.30	ISO 10370
Ash	% m/m	max	0.01	ISO 6245
Appearance			Clear and Bright	Visual inspection
Total Sediment, existent	% m/m	max	0.07	ISO 10307-1
Water	% v/v	max	0.3	ISO 3733

2 The values recorded for each individual parameter are considered a maximum or minimum, as appropriate, and thus any value found outside of the stipulated limits by testing in accordance with the reference test method procedure¹ is deemed not to comply with the requirements of regulation 18.

3 The fuel will not contain any detectable concentrations of metals, by use of the reference test method IP 501, that could damage the engine or adversely impact the exhaust from the engine under combustion of the fuel.

¹ Reference to the reference test method procedure specifically excludes reference to the relevant procedures repeatability and reproducibility limits.