

## MARPOL Annex VI – Prevention of air pollution from ships

The New Zealand Government will become party to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL) by late 2021.

MARPOL Annex VI seeks to address:

- the impact of air pollution from shipping activities on human health and environments, and
- the impacts of emissions from shipping activities on climate change and ozone layer depletion.

There are eight key regulations relating to emission controls.

### Fuel oil quality and availability

#### What is fuel oil?

Fuel oil is any fuel used to propel or operate a ship. It includes gas, distillate and residual fuels but excludes coal.

Fuel oil quality is determined by the chemical mix, which also determines the mix of emissions from the ship exhaust and overall contribution to air pollution.

#### Who does this apply to?

The fuel oil quality requirements apply to all ships.

The requirements regarding bunker delivery notes and fuel oil samples apply to ships of 400 GT and above undertaking international voyages. New Zealand may also apply the bunker delivery note requirement to ships under 400 GT that undertake international voyages. We are working through how this regulation will be applied in New Zealand.

#### Where can I get more info?

Search for “fuel oil quality” on the IMO website.  
[www.imo.govt.nz](http://www.imo.govt.nz)

#### What does Annex VI require for fuel oil quality?

The chemical mix of fuel oil must meet certain standards, for example:

- be free from inorganic acid
- comply with the standards set out in the Annex VI sulphur oxides regulations
- not cause a breach of the Annex VI nitrogen oxides emission standards.

Ships to which this regulation applies must demonstrate that they are using compliant fuel through use of a bunker delivery note and accompanying sealed sample, which the fuel oil supplier will provide to the ship. Maritime NZ may require the fuel oil sample to be analysed to confirm consistency with bunker delivery notes.

#### What if there is no compliant fuel available?

In some cases, compliant fuel may not be available. If this happens, the ship is required to document the effort taken to comply. A New Zealand flagged ship must notify Maritime NZ of the port at which compliant fuel was not available, and also advise the maritime administration of the next port of destination by completing a Fuel Oil Non-Availability Report (FONAR) in accordance with IMO guidelines.

#### What do you think?

- What impact will meeting the requirements have on your operation?
- What concerns do you have about meeting the requirements?
- Is there anything else you need to know?

#### What are your views?

- Should the bunker delivery note requirement be applied to ships under 400 GT that undertake international voyages?
- Are there any barriers to obtaining compliant fuel in New Zealand? How might they be addressed?

#### Contact us

You can contact us with any comments or questions at [MARPOLAnnexVIProject@maritimenz.govt.nz](mailto:MARPOLAnnexVIProject@maritimenz.govt.nz)