

Sulphur Inspection Guidance

Council Directive 1999/32/EC

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INTRODUCTION

1.1. GOALS AND PURPOSE

This document is intended to provide guidance for a harmonised approach for the inspection of ships, ascertaining their compliance, identifying non-compliances and applying control procedures for the enforcement of Council Directive 1999/32/EC, as regards the sulphur content of marine fuels (hereafter referred to as 'the Directive').

1.2. MARINE SULPHUR CONTENT LIMITS AND SCOPE OF APPLICATION

The provisions of the Directive apply to all ships of all flags, including domestic shipping and those whose journey began outside the EU. It sets sulphur content limits in the marine fuels that can be used by ships in territorial seas, exclusive economic zones and pollution control zones of Member States, including SOx Emission Control Areas (SECA).

The limitations on the sulphur content of certain fuels shall in principle not apply to e.g. fuels used by warships and other vessels under military service, and to fuels used on board vessels employing emission abatement methods in accordance with the Directive. Under some exceptional circumstances, the limitations on the sulphur content of fuels used by ships shall also not apply¹.

Given that the Directive is limited to the territorial waters of a Member State, any sulphur inspection can only focus on the operation and behaviour of a ship while in areas and ports of the geographical jurisdiction of the Member State or under its flag. However, additional enforcement actions may be required in accordance with international maritime law.

Maximum fuel sulphur content (by mass - % m/m*) established by the Directive

| | outside EU SECAs ** | inside EU SECAs ** | Exceptions |
|--|---|-------------------------------|--|
| Ships at berth in EU ports (includes at anchor) | 0.10% Not if timetable < 2 hrs or engines switch off and shore-side electricity | | Ships using Approved Emission Abatement Methods**** |
| Passenger ships on regular services to/from EU ports | Until 01-01-2020 1.5% From 01-01-2020 0.50% | Until 31-12-2014 1.00% | |
| Other ships/cases | From 18-06-2014 3.50% *** From 01-01-2020 0.50% | From 01-01-2015 0.10% | |

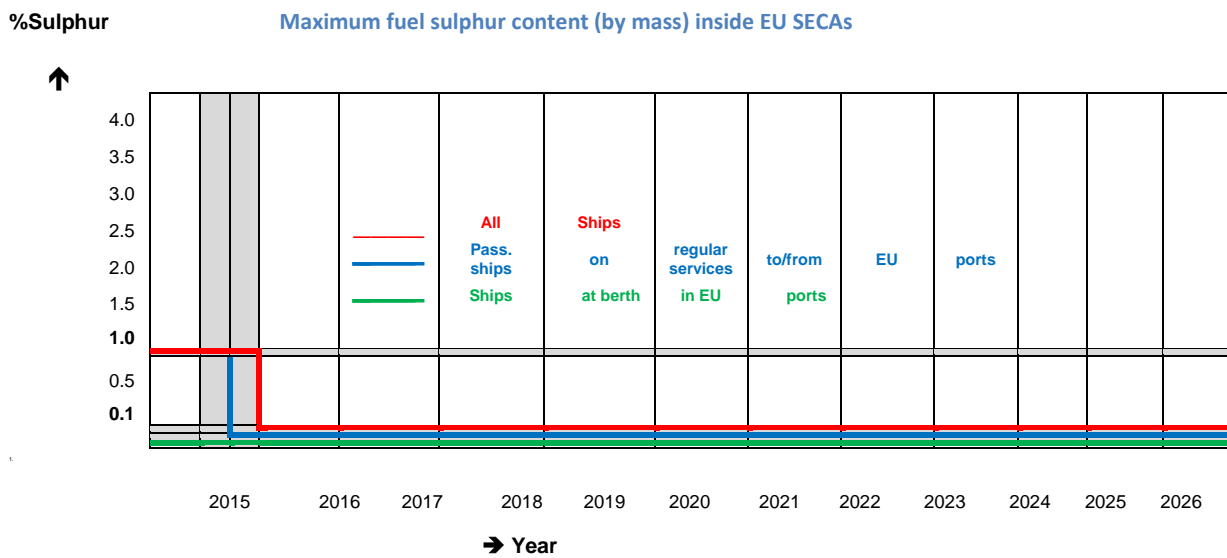
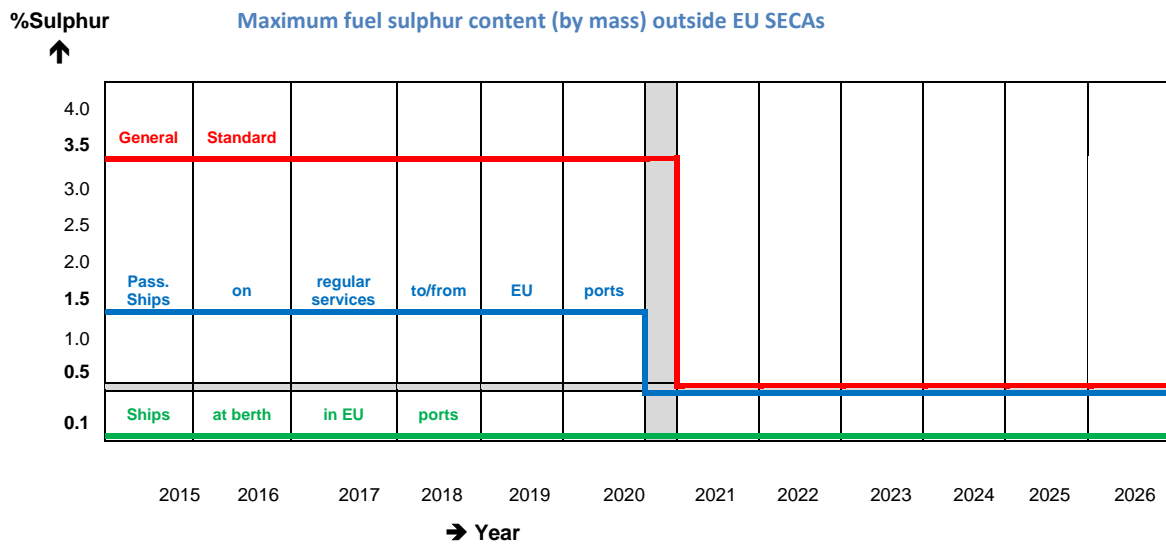
* Concentration for Solutions = grams solute /grams solution × 100%

** Current EU SECAs are the Baltic Sea, North Sea (and English Channel) as defined in MARPOL Annex VI Regulation 14.3.1

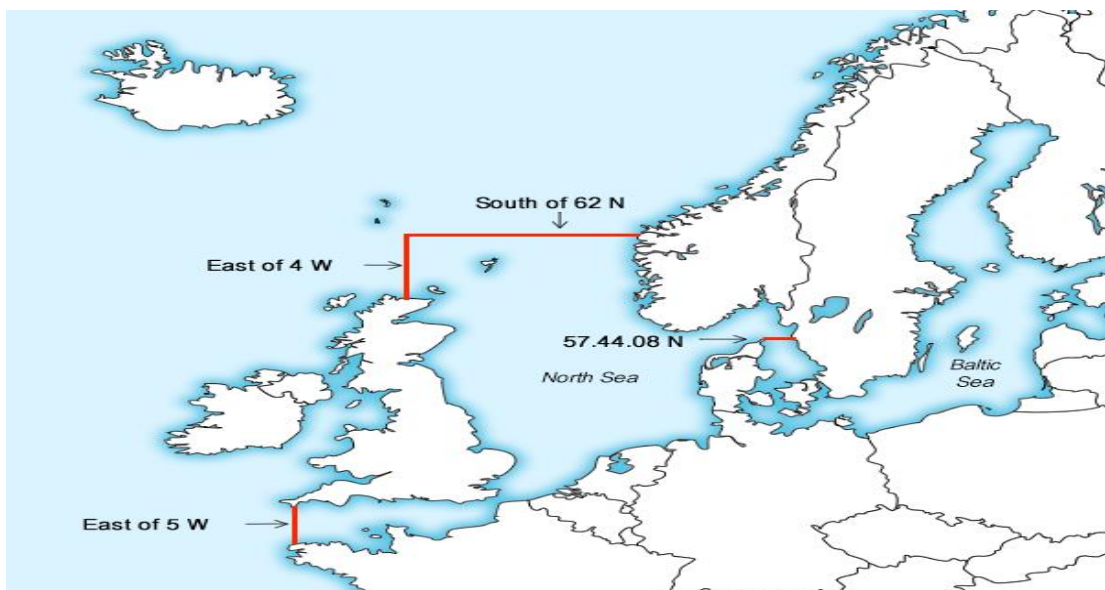
*** Referred to as the "General Standard" within the Directive. This can only be exceeded by fuels used on ships with approved emission abatement methods (such as scrubbers operating in closed mode)

**** Emission abatement methods (e.g. exhaust gas cleaning systems, mixtures of marine fuel and boil-off gas, LNG, fuel cells and biofuels) are permitted for ships of all flags in EU waters as long as they continuously achieve reductions of SOx emissions which are at least equivalent to using compliant marine fuels.

¹ E.g. in case of damage to the ship or its equipment, and in case of securing the safety of a ship or saving life at sea (Paragraphs 2f, 2g and 2h of Article 1 of the Directive).



EU SECAs: Baltic Sea & North Sea (and English Channel)



1.3. PRELIMINARY CONSIDERATIONS

Ships flying the flag of a Member State, and ships of other States

Sulphur inspections on ships, irrespective of their flag, to which the Directive is applicable should have a harmonised approach. However on top of the Directive requirements, there may be additional requirements arising from national legislations or international regulations from the International Maritime Organization (IMO).

SOLAS and MARPOL

Sulphur inspections must be based on the requirements of the Directive. However, where the Directive lacks further guidance on issues of importance to the sulphur inspection, regulations from the relevant IMO Conventions (i.e. SOLAS, MARPOL) may be used as bench marks.

Where, due to the ship type or gross tonnage of the ship, neither the Directive gives further guidance, nor an IMO Convention is applicable, further interpretation on enforcement is up to the competent authorities of the Member States.

Emission Abatement Methods

Sulphur inspections differentiate between ships not having or using approved emission abatement methods and ships that do. If a ship has been allowed to use an emission abatement method, this should be laid down in the IAPP certificate supplement, if applicable. In these cases, account should be taken of any relevant guidelines developed by the IMO² pertaining to the equivalents provided for in Article 4c of the Directive or to other specific Commission Decisions (i.e. use of the mixture of boil off gas with pilot fuel).

Member States obligations in relation to the Directive

Sulphur inspections should focus on the main obligations placed on the Member States in the Directive:

- i) *'Member States shall take all necessary measures to ensure'* (Article 4a & 4b of the Directive) that marine fuels of which the sulphur content (by mass) exceeds the maximum sulphur requirements of the Directive, are not used.

Member States shall also require the:

- correct completion of ships' logbooks, including fuel-changeover operations (Art.4a Par.5), and
- recording of the time of any fuel-changeover operation in the ship's logbooks (Art.4b Par.1, at berth).

- ii) *'Member States shall take all necessary measures to check by sampling that the sulphur content of marine fuels being used by vessels while in relevant sea areas and ports'* (Article 6 of the Directive) does not exceed the maximum sulphur requirements of the Directive.

The following means of sampling, analysis and inspection of marine fuel are specified (Art. 6 Par. 1a):

- (a) inspection of ships' log books and bunker delivery notes;

and, as appropriate, the following means of sampling and analysis:

- (b) sampling of the marine fuel for on-board combustion while being delivered to ships³, or
- (c) sampling and analysis of the sulphur content of marine fuel for on-board combustion contained in tanks, where technically and economically feasible, and in sealed bunker samples on board ships.

² '2009 Guidelines for exhaust gas cleaning systems' (IMO Resolution MEPC.184(59), as amended)

³ '2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI' (IMO Resolution MEPC.182(59))

1.4. RELEVANT CERTIFICATES AND OTHER DOCUMENTATION

In order to establish whether a ship is in compliance with the requirements of the Directive, the documentation on board the ship may need to be examined. An overview of this documentation follows:

Bunker delivery notes

Details of fuel oil for combustion purposes delivered to and used on board should be recorded by means of a bunker delivery note. The delivery note should be accompanied by a representative sample of the fuel oil delivered (the MARPOL Representative Sample).

The sample is to be sealed and signed by the supplier's representative and the master or officer in charge of the bunker operation on completion of bunkering operations and retained under the ship's control until the fuel oil is substantially consumed. In any case this should be for a period of not less than 12 months from the time of delivery.

The administration and storage of consecutive bunker delivery notes and associated samples should be in order. In particular, bunker delivery note should be:

- kept on board the ship in such a place as to be readily available for inspection at all reasonable times, and
- retained on board for a period of three years after the fuel oil has been delivered.

Ships' log books

Under the term of ships' log books, the following documents, as a minimum, are included:

- Oil Record Book Part I,
- Records of navigational activities,
- Records of internal transfer of fuel,
- Engine logbooks,
- Tank sounding records, and,
- Fuel oil change over records.

Every ship of 400 gross tonnage and above and every Oil Tanker of 150 gross tonnage and above must be provided with an *Oil Record Book - Part I* Machinery space operations. Entries in the *Oil Record Book* should be drawn up at least in English or French or Spanish. The following machinery space operations related to the handling of fuel oil, lubricant oil or oil mixtures, must be recorded in the *Oil Record Book Part I* on each occasion:

- ballasting or cleaning of oil fuel tanks,
- discharge of dirty ballast or cleaning water from oil fuel tanks,
- collection and disposal of oil residues,
- discharge overboard or disposal otherwise of bilge water which has
- accumulated in machinery spaces and,
- bunkering of fuel or bulk lubricating oil.

The *Oil Record Book* shall be kept on board the ship in such a place as to be readily available for inspection. It shall be preserved for a period of three years after the last entry has been made. For compliance verification with the Directive, the *Oil Record Book* is therefore an essential part of the Sulphur Inspection.

Records of navigational activities must be kept on board all ships of 150 gross tonnage and above engaged on international voyages and on all other ships of 500 gross tonnage and above (excluding fishing vessels). In addition, each ship of 500 gross tonnage and above, in the case where the voyage exceeds 48 hours, must submit a daily report to its company, which shall retain this and all subsequent daily reports for the duration of the voyage. The reports shall contain, as a minimum, the following information:

- the ship's position,

- the ship's course and speed, and
- details of any external or internal conditions that are affecting the ship's voyage or the normal safe operation of the ship.

The above information is also essential to obtain a complete record of the voyage, which may be used during the Sulphur Inspection. Studying these documents should allow the Sulphur Inspector to gain an understanding of whether the operations on the vessel match up with the operational plans on-board and whether the vessel has met the requirements of the Directive.

Written procedure for fuel oil change over

Ships using separate fuel oils to comply with the SOx emission requirements whilst entering or leaving a SECA, should carry a written procedure⁴ showing how the fuel oil change-over is to be achieved. To comply with the SOx emission requirements, the procedure should foresee allowing sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the new applicable sulphur content, prior to entry into a SECA, in order to avoid any contamination.

In addition, the volume of low sulphur fuel oils in each tank, as well as the date, time, and position of the ship when any fuel oil change-over operation has been completed prior to the entry into the SECA or commenced after exit from such an area, should be recorded in such log-book as prescribed by the flag Administration of the ship.

In addition to the above documents, Sulphur Inspectors may be presented by the crew of the ships with other additional documentation as a proof of compliance with the Directive. An overview of this other additional documentation follows:

IAPP Certificate and Supplement

Every ship of 400 gross tonnage must be issued with an *International Air Pollution Prevention Certificate* (IAPP Certificate). The *IAPP Certificate*, and its *Supplement*, confirms that a ship and its equipment conform to the requirements of MARPOL Annex VI. The *Certificate* should be properly completed and signed by the flag State, or a recognised organisation on behalf of a flag State, and valid for five years and provide details of when the required annual and intermediate surveys have been performed and the results of those surveys. The certificate must be drawn up at least in English, French or Spanish.

The *Supplement to the IAPP certificate* details, in section 2, the way in which the control of emissions from the ship is achieved. For sulphur oxides (SOx) and particular matter (PM) this is laid down in section 2.3 of the *Supplement*. In this section, the sulphur content limit values for fuel oil are indicated for ships operating inside and outside of a SECA. Evidence that these have been met needs to be supported by the bunker delivery notes kept by the ship. Moreover, any "equivalent arrangements at least as effective in terms of SOx emission reductions", or emission abatement methods, are specified in this document (see section 2.6), if applicable.

Nautical charts, Electronic Chart Display and Information System (ECDIS)

Nautical charts and ECDIS, if installed on board the ship, in combination with the record of navigational activities and any daily reporting activities, might be valuable resources to obtain a complete record of the voyage. It is also important to have an understanding of the potential shipping routes that a ship may have taken prior to entering the port.

Tank plans and piping diagrams

Studying these plans and diagrams might help Sulphur Inspectors to understand whether the fuel changeover has been undertaken properly, especially when used in conjunction with the fuel logs and bunker delivery notes. In addition the capacity plan, tank sounding tables book or the stability information book may as well provide useful information.

⁴ Regulation 14 (6) of the revised MARPOL Annex VI (MEPC 58/23/Add1 Annex 13)

SULPHUR INSPECTION

Sulphur Inspectors should be properly authorised by the Member States to perform an inspection in relation to the Directive, and be conversant with its requirements, relevant national legislation and the IMO Conventions and Guidelines therein referenced.

In addition, organisations authorized by the Member States should be available in case a sample of marine fuel oil needs to be analysed to ascertain its sulphur content.

In relation to the pre-boarding preparation, the Member States may need to develop pre-boarding preparation documents as well as any other relevant form that may be required to conduct sulphur inspection. A form available in THETIS-S may be used to introduce the report of the on board sulphur inspection.

2.1. *SULPHUR INSPECTION SEQUENCE*

Sulphur inspections consist on the following phases in sequence (Appendix I):

Pre-boarding

- Ship information (paragraph 2.2)
- Ship selection (paragraph 2.3)

On board

- Preliminary verifications (paragraph 2.4)
- Inspection of a ship using a fuel based compliance method (paragraph 2.5)
- Inspection of a ship using an abatement method (paragraph 2.6)
- Sample collection and analysis (paragraph 2.7)

Follow-up

- Non-compliances with the Directive (paragraph 2.8)
- Reporting the findings of the Sulphur Inspection (paragraph 2.9)

2.2. *SHIP INFORMATION*

Before boarding, relevant information about the ship may be obtained from THETIS-S and other sources. This may include information on, for example, ship particulars, last and next port of call, arrival and departure times, port stay duration, ship stores in relation to marine fuels and whether marine fuels for on-board combustion will be delivered to the ship during the call in port. Further information, may directly be obtained through the port Authorities or the ship's agent.

2.3. *SHIP SELECTION*

Based on the ships in port and their related information, a ship may be selected for a sulphur inspection. This decision may be based on the existence of any non-compliance alert from a third party, especially from another Member State, concerning the marine fuel used on board or being used in the relevant sea area or ports. Any alerts should be investigated to determine whether a ship should be inspected.

A ship scheduled for bunkering might be also selected for a sulphur inspection. In such a case, it may be appropriate to board the ship just before the delivery will take place to verify the sampling method used during delivery of the marine fuels and the eventual analysis of the samples in relation to the bunker delivery notes supplied to the ship.

Ships may also be selected for inspection based on risk based methods developed at national level.

2.4. PRELIMINARY VERIFICATIONS

During the pre-boarding phase, significant information about the ship is collected which should be verified once on board. This information may be also important as part of the details that need to be recorded after the inspection and connected with the annual reporting to the Commission (Section 3):

- Ship particulars⁵ (e.g. IMO number, type, age of ship and tonnage),
- Any additional information which may be relevant for the report of Sulphur Inspection (e.g. keel date, name of company and company identification number, rate of engine),
- Confirmation of the primary purpose of the port call (i.e. commercial business or force majeure)⁶,
- Last port of calls and arrival and departure times,
- Actual time of arrival (ATA) in the port,
- Port stay duration (estimated time of departure (ETD)),
- Information on whether marine fuels will be delivered to the ship during the port call.

In addition to confirming the above information, the Sulphur Inspector should determine the method used or being used by the ship to control SO_x emissions. Therefore, it should be established whether:

- emission abatement methods are being used,
- all combustion machinery uses any abatement methods in place, or
- compliance is intended through marine fuel oils under the sulphur content limits.

2.5. FUEL BASED METHOD

On a ship that uses low sulphur fuel oil to meet the requirements, the sulphur inspection should be limited to determining whether the ship (Appendix II):

- is using the correct fuel at the time of the inspection at port, and
- was using the correct fuel in the territorial seas on its last voyage.

Quantity and quality of marine fuel oils on board

The tanks that are designated for the storage of marine fuel oil for on board combustion should be identified, for example using the capacity plan, tank sounding tables book or stability information document.

Once this is established, it should be determined with the aid of the Oil Record Book Part 1, if applicable, the ships' logbook or another form approved by the flag Administration of the ship, the content of these tanks after delivery of the marine fuel oils. In addition, the bunker delivery notes should show the quantity and the sulphur content of the delivered marine fuel oils and state the:

- Name and IMO number of receiving ship
- Port (of delivery)
- Date, address, and telephone number of marine fuel oil supplier
- Product name(s)
- Quantity (metric tons)
- Density at 15°C (kg/m³)⁷
- Sulphur content (% m/m)

⁵ This information may be obtained from the ship's statutory certificates, if applicable, or from any national certificates and documents in the case of non-Convention ships.

⁶ Deviations from the intended voyage due to stress of weather or any other cause of force majeure should be taken into account in relation to the Sulphur Inspection, as they may have affected the use of fuel (Article 1 of the Directive)

⁷ Fuel oil should be tested in accordance with ISO 3675:1998 or ISO 12185:1996 under IMO Regulations

- A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 14(1) or (4)(a) and regulation 18(1) of MARPOL Annex VI.

Ascertaining Emission Compliance under the Directive

The verification period over which it is needed to ascertain whether the ship has been in compliance with the Directive should be established. It should be noted that the geographical area covered by the Directive is limited to the territory of the Member State and defined as “territorial seas and exclusive economic zones or pollution control zones”. If deemed necessary, confirmation of the routes which the ship travelled can be obtained from the voyage recording procedure on the vessel, including but not limited to the record of navigational activities, and daily reports if applicable, and the nautical charts used for navigation or ECDIS.

Compliance can be ascertained from checking data in, and comparison between, the following documents:

- Bunker Delivery Notes,
- Oil Record Book Part I,
- fuel logs,
- quantity and quality benchmarks from the tanks at the starting point of verification period,
- fuel change-over plan (information on the time it takes to undertake the switchover),
- record of navigational activities and daily reports (special consideration is needed to ascertain if there was sufficient time provided to allow a proper fuel switchover before entering into a SECA and the fuel switch over procedure has been followed),
- fuel line diagrams, or
- information on which fuel is in which tank.

It should be noted that during the verification period it may be possible that the ship has made internal transfers between the bunker tanks, before fuel was transferred to settling tanks/clean oil tanks prior to combustion. If such a case, this should have been logged accordingly. Sulphur Inspectors should keep in mind the sulphur requirements of the Directive (table and figures in pages 2 and 3) and the various different options of the trading pattern of a ship (figures in Appendix V).

Fuel-change over recording

Ships not equipped with emission abatement methods, under the requirements of MARPOL Annex VI, should carry a written procedure showing how the fuel oil change-over is to be done, prior to entry into a SECA.

The volume of low sulphur fuel oils in each tank, as well as the date, time, and position of the ship when any fuel-oil-change-over operation is completed prior to the entry into an SECA, or begun following the exit from such an area, should be recorded in a log-book as prescribed by the Administration.

With this information, it should be possible to assess whether the ship has complied with the Directive requirements, and will be able to comply with the Directive's requirements in relation to the port stay duration in the port and the voyage to the next port of call.

It should be noted that the fuel switchover may have taken place outside the jurisdiction of the Member State undertaking the Sulphur Inspection, and action may be limited to the situation where adequate time has not been allowed for the switchover before entry into its territorial seas, exclusive economic zones or pollution control zone.

2.6. ABATEMENT METHOD

The following Emissions Abatement Methods (EAMs) may be considered as an alternative to using marine fuel meeting the requirements (Appendix III):

- mixtures of marine fuel and boil-off gas (**BOG**) (in the case of LNG carriers),
- Exhaust Gas Cleaning Systems (**EGCS**) (commonly known as 'scrubbers'),
- **Biofuels** (and mixtures of biofuels and marine fuels), or
- other Alternative Fuels (e.g. LNG, Methanol).

On a ship that uses an EAM to meet the requirements, the sulphur inspection should be limited to determining whether the ship:

- has received an appropriate approval for using an EAM (approved, under trial or being commissioned), and
- is using the EAM for all fuel combustion machinery on board.

BOG

BOG systems should comply with Commission Decision 2010/769/EU of 13 December 2010. The following documents and records should be verified as part of the verification:

- any supporting documentation from the European Commission or COSS referring to the approval of the system,
- any documentation referring to the type of fuel and its sulphur content allowed,
- appropriate records in the ship log books, and
- bunker delivery notes.

In addition, a visual inspection of the system should be conducted in order to verify that is properly functioning, is in operation, there are tamper-proof continuous-monitoring systems and applies to all fuel combustion machinery on board.

EGCS

EGCS systems should comply with IMO Resolution MEPC.184(59) of 17 July 2009. In these cases, there may an approval for a period of trials under certain conditions. Therefore, as part of the verification the following documents and records should be considered:

- any supporting documents from the flag State referring to the approval of trial, if applicable
- any supporting documents system approval:
 - o MED certification on EU flagged ships, or
 - o MARPOL Annex VI performance Scheme A or B, as applicable on non-EU flagged ships
- any documentation referring to the type of fuel and its sulphur content allowed,
- appropriate records in the ship log books, and
- bunker delivery notes.

In addition, a visual inspection of the system should be conducted in order to verify that is properly functioning, is in operation, there are tamper-proof continuous-monitoring systems (for Scheme B), and applies to all fuel combustion machinery on board.

Biofuels

The use of Biofuels, and mixtures of biofuels and marine fuels, should be in compliance with Directive 2009/28/EC of 23 April 2009 and the Sulphur Directive requirements for mixtures. The following documents and records should be verified as part of the verification:

- any supporting documentation from the flag State or a Classification Society referring to the use of those specific fuels,
- appropriate records in the ship log books, and
- where feasible any bunker delivery notes, including type of fuel used.

In addition, a visual inspection of the system should be conducted in order to verify that is properly functioning, is in operation and applies to all fuel combustion machinery on board.

Alternative Fuels

In the case of alternative fuels, the following documents and records should be verified as part of the verification:

- any supporting documentation from the flag State or a Classification Society referring to the use of those specific fuels,
- appropriate records in the ship log books, and
- where feasible any bunker delivery notes, including type of fuel used.

In addition, a visual inspection of the system should be conducted in order to verify that is properly functioning, is in operation and applies to all fuel combustion machinery on board.

2.7. SAMPLE COLLECTION AND ANALYSIS

Should the Sulphur Inspector's observations, general impressions and visual on board checks confirm the ship is meeting the requirements of the Directive then the sulphur inspection should be limited to these checks. However, proof may be needed as to what fuel was, or is, being used at one particular time in order to among other cases (Appendix IV):

- substantiate any non-compliances found during the document verifications,
- ascertain the sulphur content in cases of on board fuel mixing or contamination, or
- comply with any established national frequency of sampling of marine fuels.

Depending on the case, the proof may be obtained through:

- sample collection and subsequent analysis of the fuel being supplied to the vessel,
- sampling of the fuel in the ship's fuel lines or in holding tanks, or
- analysis of the MARPOL representative samples, as appropriate.

Although the decision is up to the Sulphur Inspector, some facts may help the inspector to decide where and how to collect a fuel sample.

In general, there are no means by which a ship could increase the sulphur content of a fuel oil on board the ship. In cases, where the fuel oil actually in use is a mix of a number of different supplies, any on board mixing of those fuel oils will simply result in a directly proportional intermediate value. Therefore, it may be enough to analyse from their associated MARPOL sample whether the fuel oils as supplied were compliant in the following cases:

- on ships operating only within a SECA area with only one sulphur grade of fuel oil on board, or
- on ships with two sulphur grades of fuel oil on board and being the outside SECA fuel oil (higher sulphur) which is being investigated.

In the case of a ship with two sulphur grades of fuel oil on board and being the at berth or SECA fuel oil (lower sulphur) which is being investigated, the issue divides into whether the:

- lower sulphur fuel oil as supplied to the ship was compliant, or
- the ship has properly managed the lower sulphur fuel oil while on board such that it has not been mixed or contaminated with the higher sulphur fuel oils.

In the above scenario, there may be a need to draw a sample from the fuel service system.

Analysis of the MARPOL representative samples

In the case of analysis of sealed bunker samples of marine fuel delivered on board, national legislation that implements MARPOL Annex VI should be followed in order to take possession of the fuel samples on board the ship for analysis purposes. In any case, the Sulphur Inspector should provide the ship with an official receipt for each such sample in order that, as required by MARPOL Annex VI, the ship can maintain a complete record of those samples which can be shown at future inspections or surveys as required.

It should however be noted that it is not a requirement that sealed bunker samples be held on board, only that they are to be under the ship's control and therefore may, particularly for ships on short routes with frequent bunkering, instead be held at a port office or other convenient location, in which case they would need to be duly forwarded by the ship to the inspector.

For each sealed bunker sample taken, the Sulphur Inspector should note at that time the condition of the:

- seal applied, its marking and integrity, and
- applied label, the security of its attachment and the details given thereon including whether this correlates with that given on the corresponding Bunker Delivery Note and the applied seal marking.

Sampling from the fuel service system

Sulphur Inspectors should take the on-board spot sample of marine fuel through a single or multiple spot sample at the location where a valve is fitted for the purpose of drawing a sample in the fuel service system, as indicated on the ship's fuel piping systems or arrangement plan and as approved by the flag Administration or Recognized Organisation acting on its behalf. In the absence of this location, the fuel sampling point shall be the location where a valve is fitted for the purpose of drawing a sample and shall fulfil all of the following conditions:

- be easily and safely accessible,
- take into account different fuel grades being used for the fuel-oil combustion machinery item;
- be downstream of the fuel in use from the service tank,
- be as close to the fuel inlet of the fuel-oil combustion item as feasible and safely possible taking into account the type of fuels, flow-rate, temperature, and pressure behind the selected sampling point,
- be proposed by the ship's representative and accepted by the sulphur inspector.

The Sulphur Inspector should ensure that the spot sample is collected in a sampling container from which at least three sample bottles can be filled which are representative of the marine fuel being used. The sampling containers and sample bottles should be made of metal or a plastic suitable for the temperature of the fuel oil being sampled. Where the sampled oil is heated the sampling containers should either be fitted with handles or held within a second container. Directly following the collection of the primary sample, that sample should be thoroughly shaken and then used to fill two clean, inspector provided, sample bottles to be taken ashore for analysis. The Sulphur Inspector should also ensure that the sample

bottles are sealed with a unique means of identification installed in the presence of the ship's representative.

Sampling and analysis from the fuel as being delivered

In the case of sampling of the marine fuel while being delivered to the ship, if the delivery takes place in the port, it should be verified that samples are being taken in accordance with IMO Resolution MEPC.182(59)⁸. Moreover, the equipment as outlined in this Resolution should therefore be available to the persons in charge of the sampling process.

Each Member State should manage the verification procedure, and the laboratories responsible for the verification procedure, set forth in MARPOL Appendix VI, should be fully accredited in accordance with ISO 17025 or an equivalent standard for the purpose of conducting the tests.

2.8. NON-COMPLIANCES WITH THE DIRECTIVE

In the case where the master of the ships claims that it has not been able to source low sulphur fuel, evidence must be provided that all reasonable measures were taken to source this fuel. A copy of the letter of protest written at the time of bunkering must also be part of this evidence. The Sulphur Inspector must decide if this evidence is sufficient to warrant a deviation from the regulations in the Directive.

In the case where the master of claims that non-compliant fuels have been used due to damage sustained to the ship or its equipment, suitable evidence must be provided. The master must also prove that all reasonable measures were taken after the occurrence of the damage to prevent excessive emissions and that measures have been taken as soon as possible to repair the damage. The Sulphur Inspector must decide if this evidence is sufficient to warrant a deviation from the regulations in the Directive on safety grounds.

In the case where the master of claims that the fuel switch-over has to be delayed due to inclement weather or to maintain the safety of the ship, the master must provide suitable evidence to the Sulphur Inspector and should have informed the port before arrival. The Sulphur Inspector must decide if this evidence is sufficient to warrant a deviation from the regulations in the Directive on safety grounds.

2.9. REPORTING THE FINDINGS OF THE SULPHUR INSPECTION

Sulphur Inspections should be reported in THETIS-S, the Union information system supporting the Directive.

Any sulphur inspection processed in THETIS-S will set the 'Inspection outcome' to 'on-going' by default. The inspection outcome is visible to all authorised users. As soon as a Sulphur Inspection is finalised, this should be reported in the information system and the outcome changed consequently to 'Inspected' or 'Inspected and penalty applied', depending on the final result.

In case the Sulphur Inspection cannot be finalised before departure of the ship (e.g. the MS is waiting for the analysis of the samples) this should be indicated in the information system. The inspection outcome should be set to 'Waiting for sampling results' until the result of the analysis is reported in the information system.

The outcome of the inspection must be selected from a drop down menu.

⁸ '2009 Guidelines for the sampling of fuel oil for determination of compliance with the revised MARPOL Annex VI' (IMO Resolution MEPC.182(59))

REPORTING

The Directive requires each Member State to submit a yearly report to the Commission on the compliance with the sulphur standards and on the basis of the results of the sampling, analysis and inspections carried out (Article 7). The information to be included in this annual is further established in the Commission Implementation Decision laying down the rules concerning the sampling and reporting under the Directive.

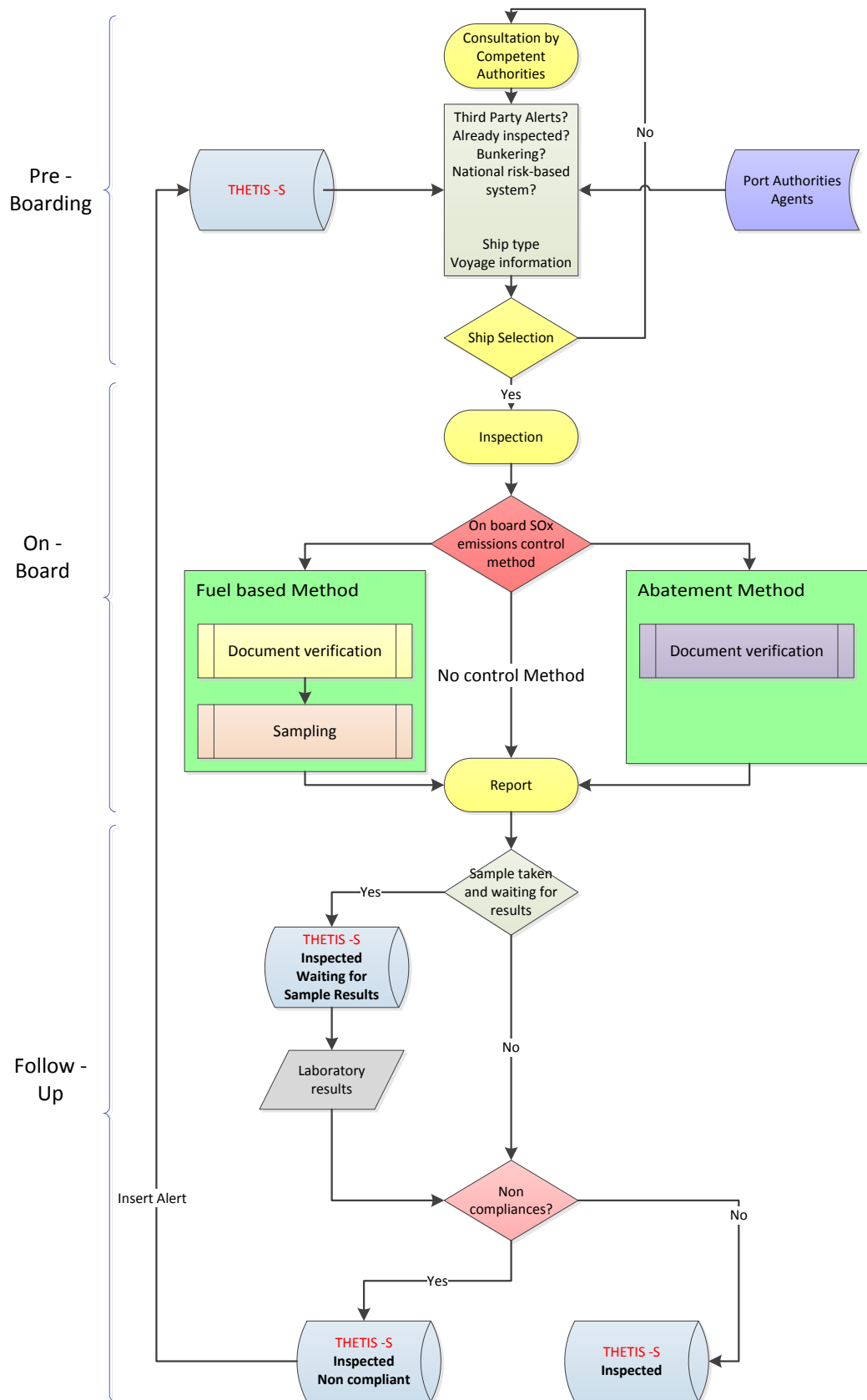
In particular, the report must at least contain the following information for each individual ship:

- ship particulars, including IMO number, type, age of ship and tonnage,
- reports on sampling and analysis, including the number and type of samples, the sampling methods used, and sampling locations, for compliance verification of the ship type,
- relevant information on bunker delivery notes, location of fuel bunkering, oil record books, log books, and fuel change-over procedures and records,
- enforcement action and legal procedures initiated at the national level or penalties or both against that individual ship.

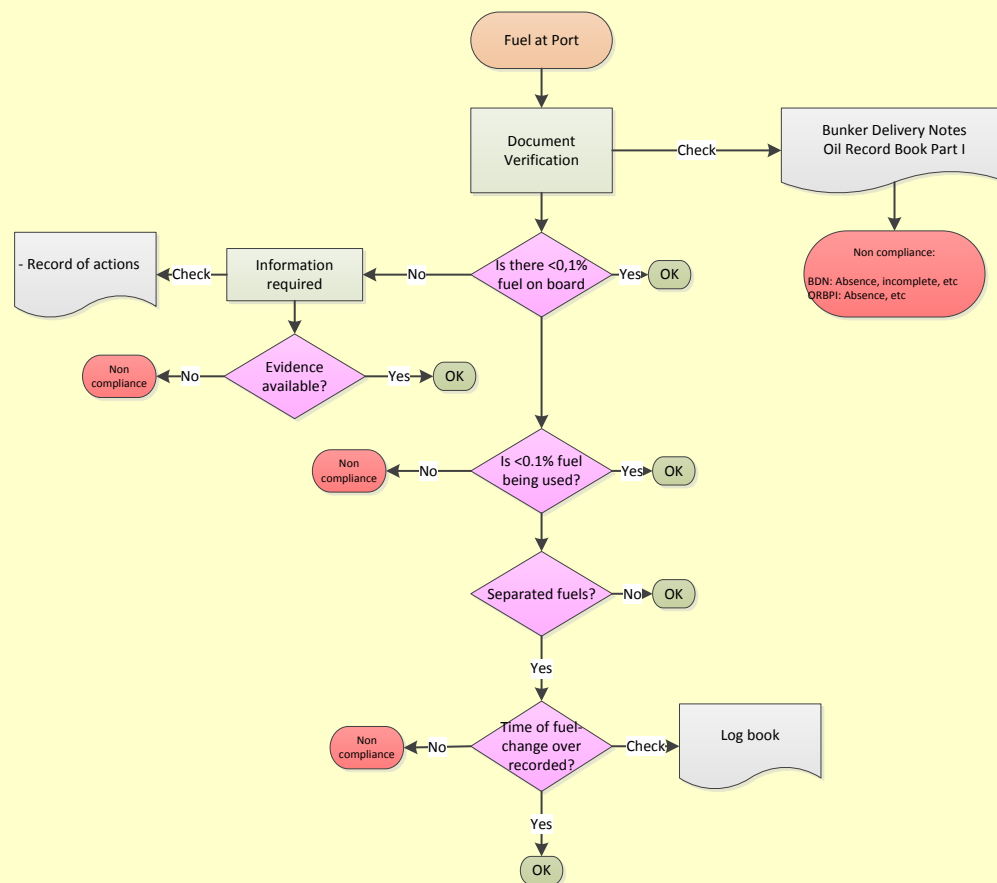
In addition, the following aggregated information would be required:

- the total annual number and type of non-compliance of measured sulphur content in examined fuel, including the extent of individual sulphur content non-conformity and the average sulphur content determined following sampling and analysis,
- the total annual number of document verifications, including bunker delivery notes, location of fuel bunkering, oil record books, log books, and fuel change-over procedures and records,
- information about claims of non-availability of marine fuels which comply with the Directive,
- information on notifications and letters of protest with respect to the sulphur content of fuels against marine fuel suppliers in their territory,
- a list containing the name and address of all marine fuel suppliers in the relevant Member State,
- the description of the use of alternative emission abatement methods, including trials and continuous emission monitoring, or alternative fuels and compliance checks of continuous achievement of SO_x reduction in accordance with Annexes I and II to Directive of the ships flying the flag of the Member State,
- where applicable, description of national risk-based targeting mechanisms, including specific alerts, and the use and outcome of remote sensing and other available technologies for prioritizing individual ships for compliance verification,
- total number and type of infringement procedures initiated or penalties or both, the amount of fines imposed by the competent authority to both ship operators and marine fuel suppliers.

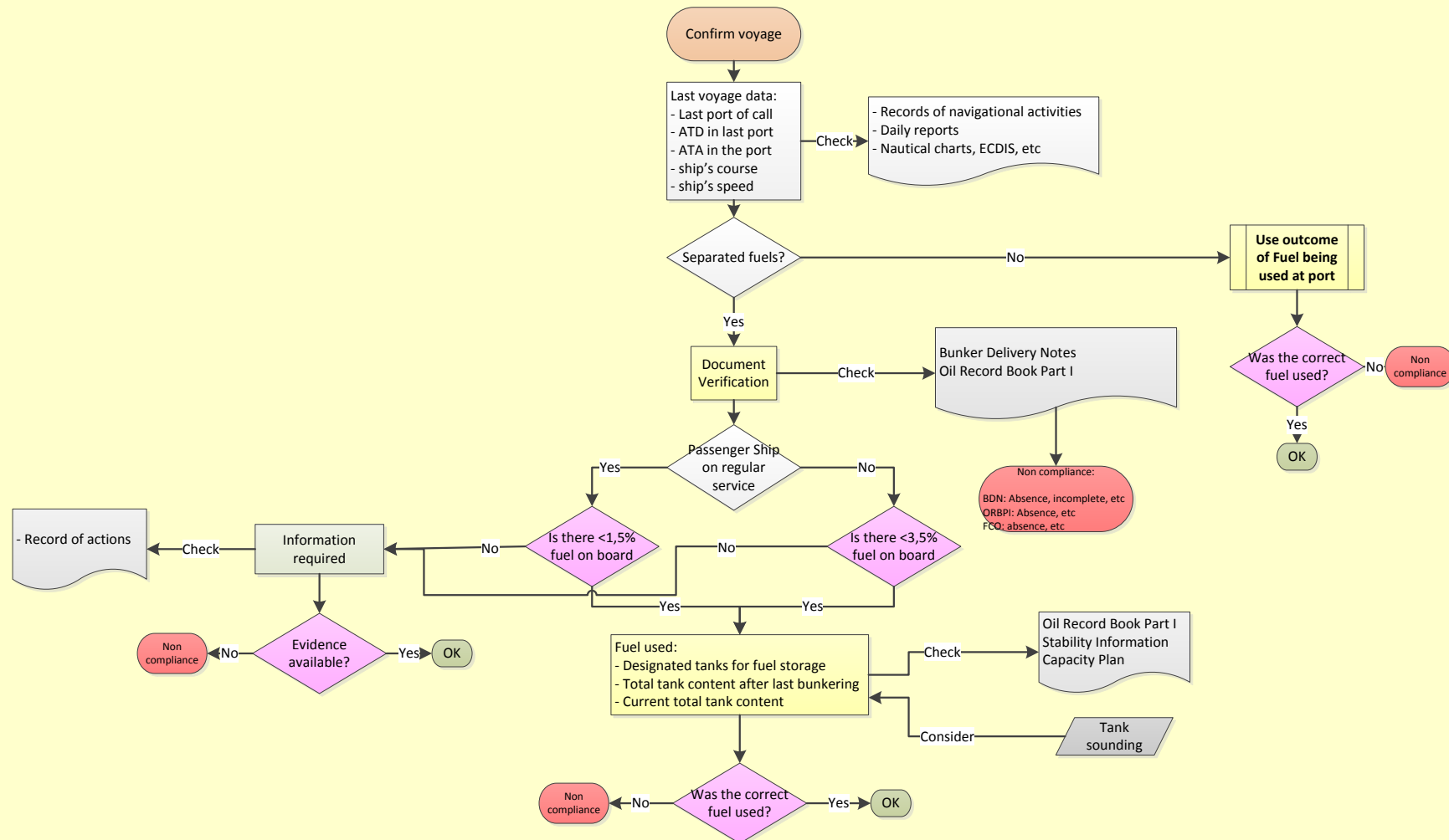
APPENDIX I – INSPECTION FLOWCHART



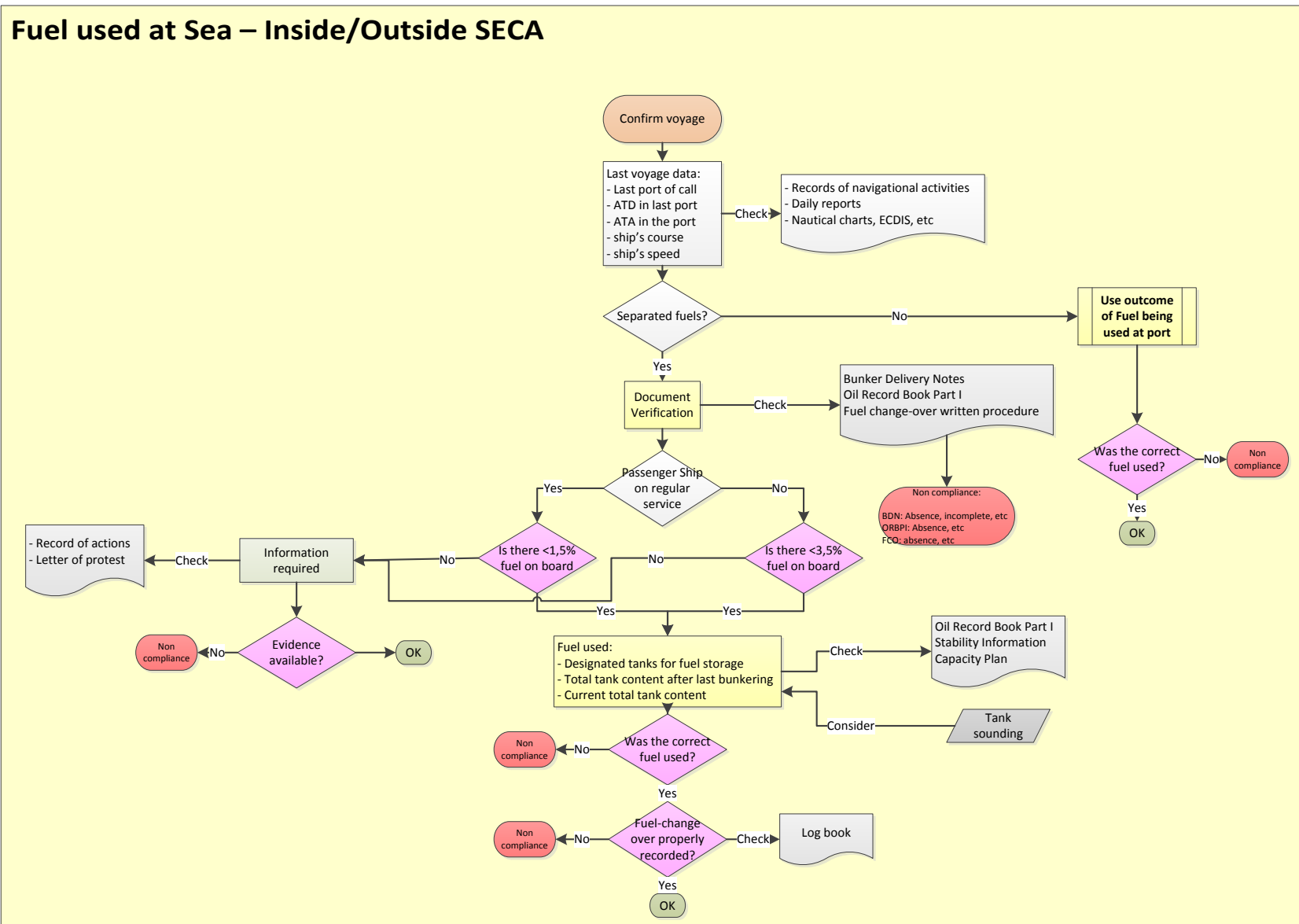
Fuel being used at Port



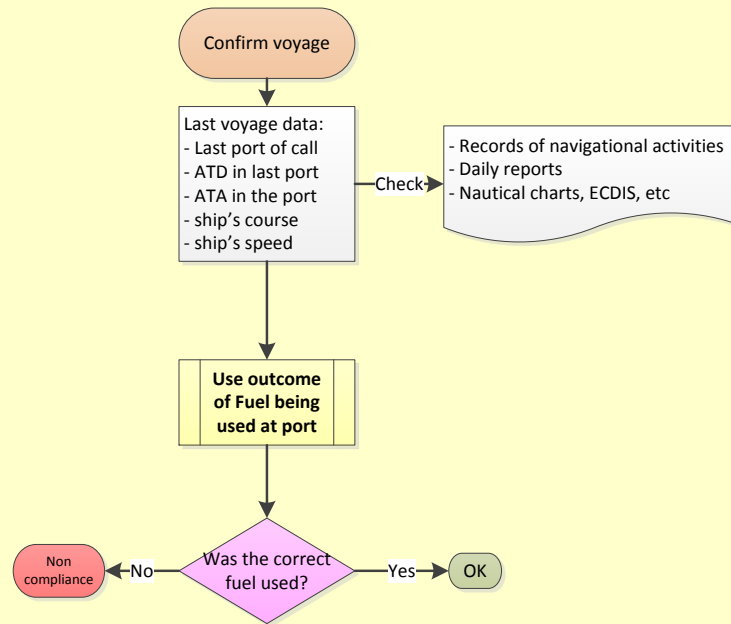
Fuel used at Sea – Outside SECA



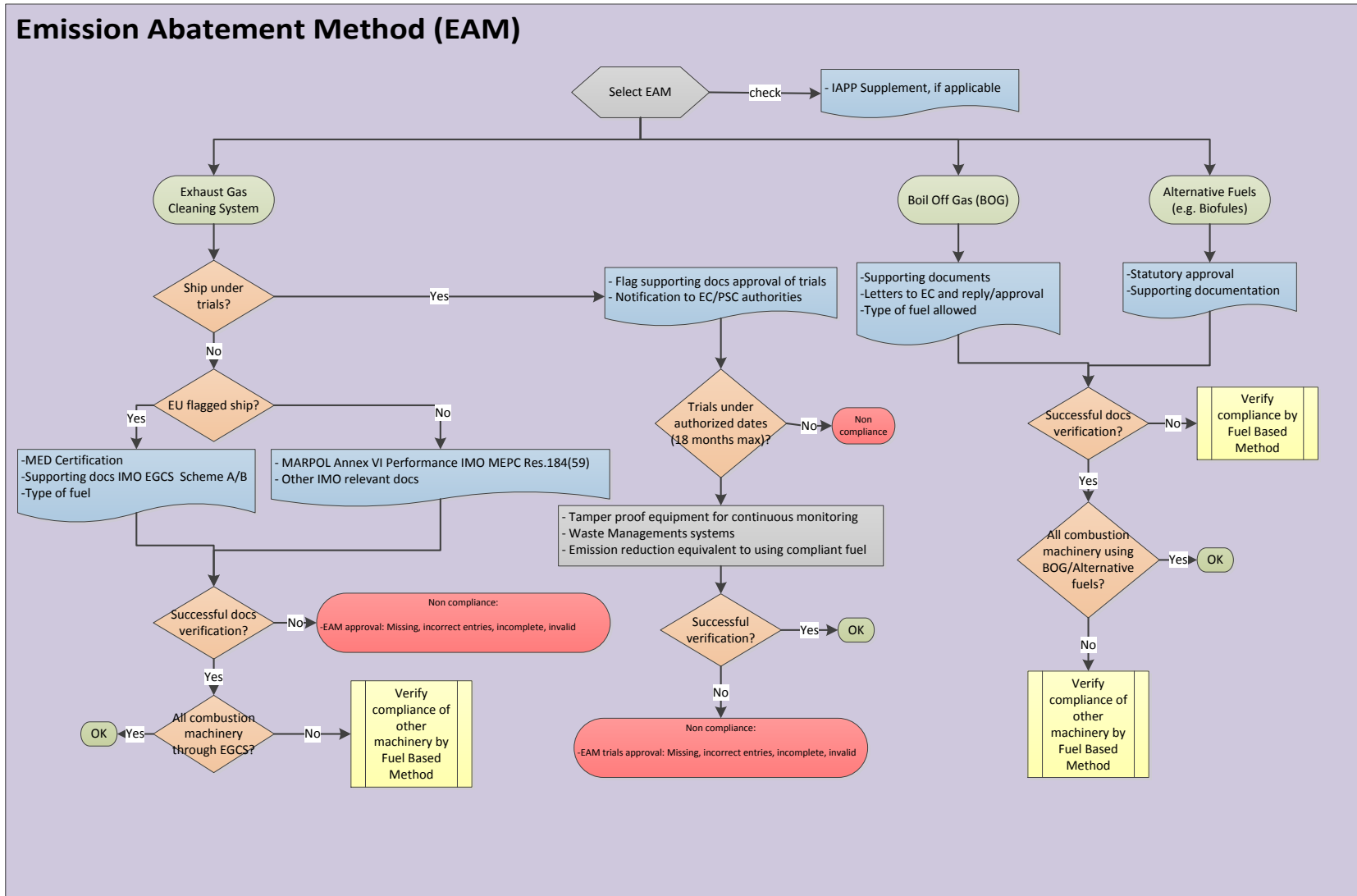
Fuel used at Sea – Inside/Outside SECA



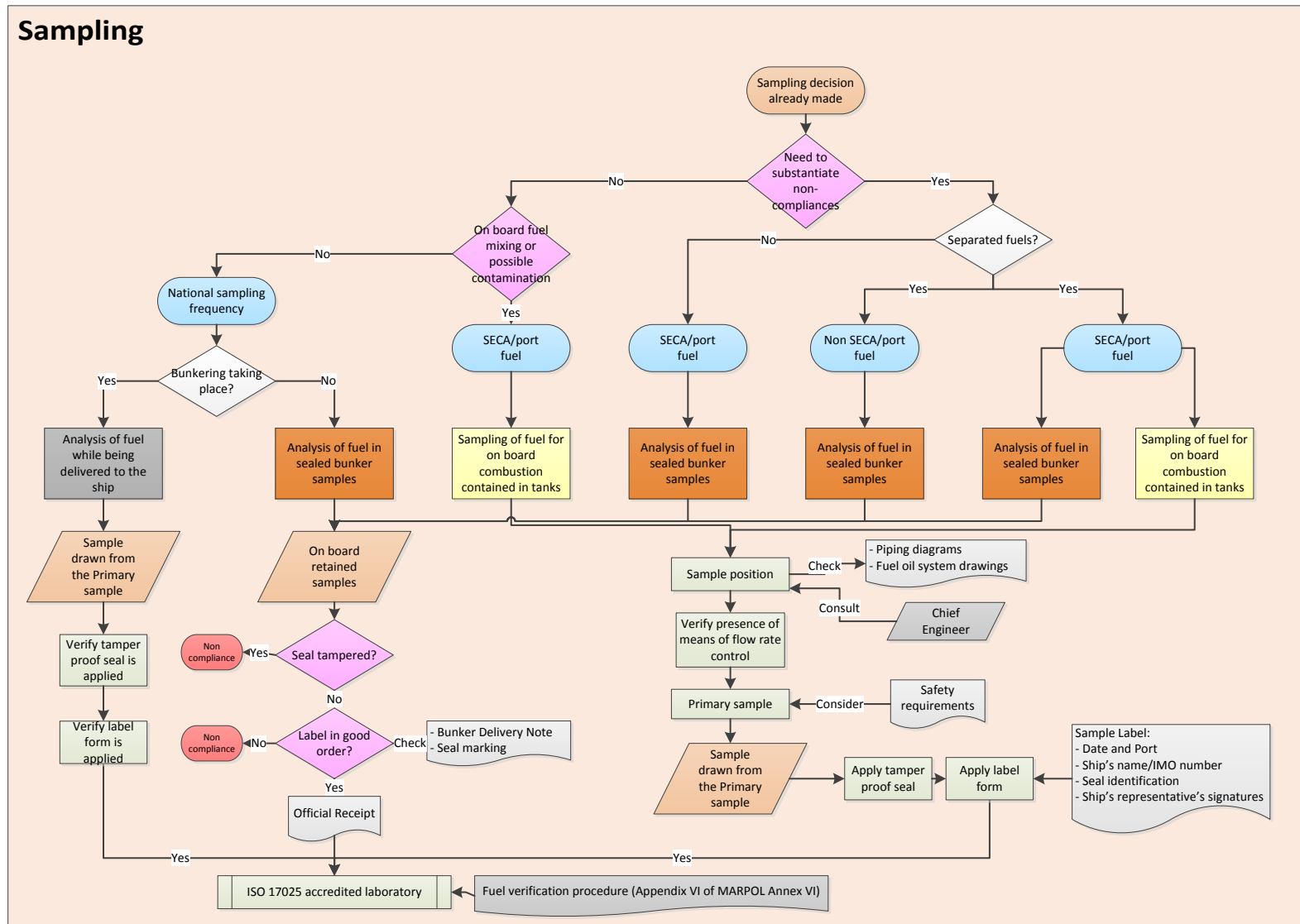
Fuel used at Sea – Inside SECA



APPENDIX III – ABATEMENT METHOD



APPENDIX IV – SAMPLING AND ANALYSIS



In relation to the recent activities of a ship berthed in a port, as this sets the reference for compliance, during a Sulphur Inspection is of importance to make a difference between:

- EU ports situated outside an EU SECA, and (● in ● ; see Figure 1 below)
- EU ports situated inside an EU SECA, (● in ● ; see Figure 1 below)

The recent activity of a ship is considered as the route of the ship since the last port of call, and more specifically the route travelled within the EU region. In this respect, the ship may have travelled:

- a route which covers only waters where the Directive applies, but outside the EU SECAs
[● ; see figure 1 & 2]
- a route which covers only the area inside the EU SECAs,
[● ; see figure 1 & 2]
- a route which covers the waters where the Directive applies, both outside & inside the EU SECAs
[● + ● ; see figure 1 & 2]

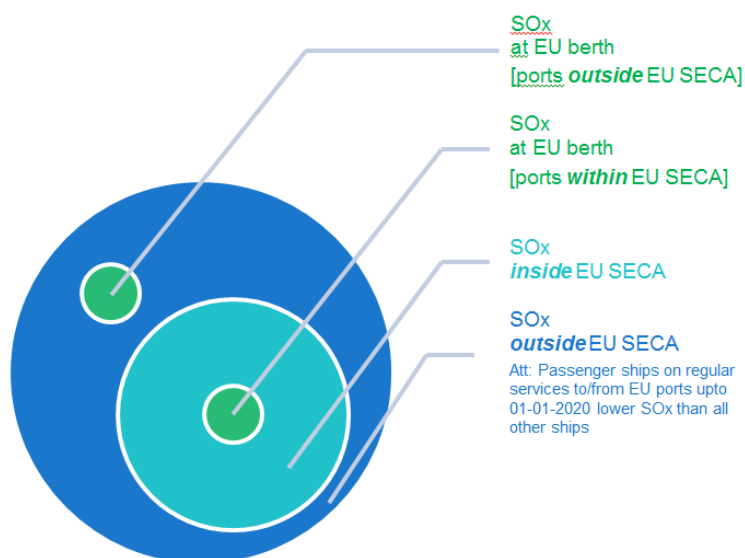


Figure 1: EU region: MSs territory, territorial seas and exclusive economic zones or pollution control zones

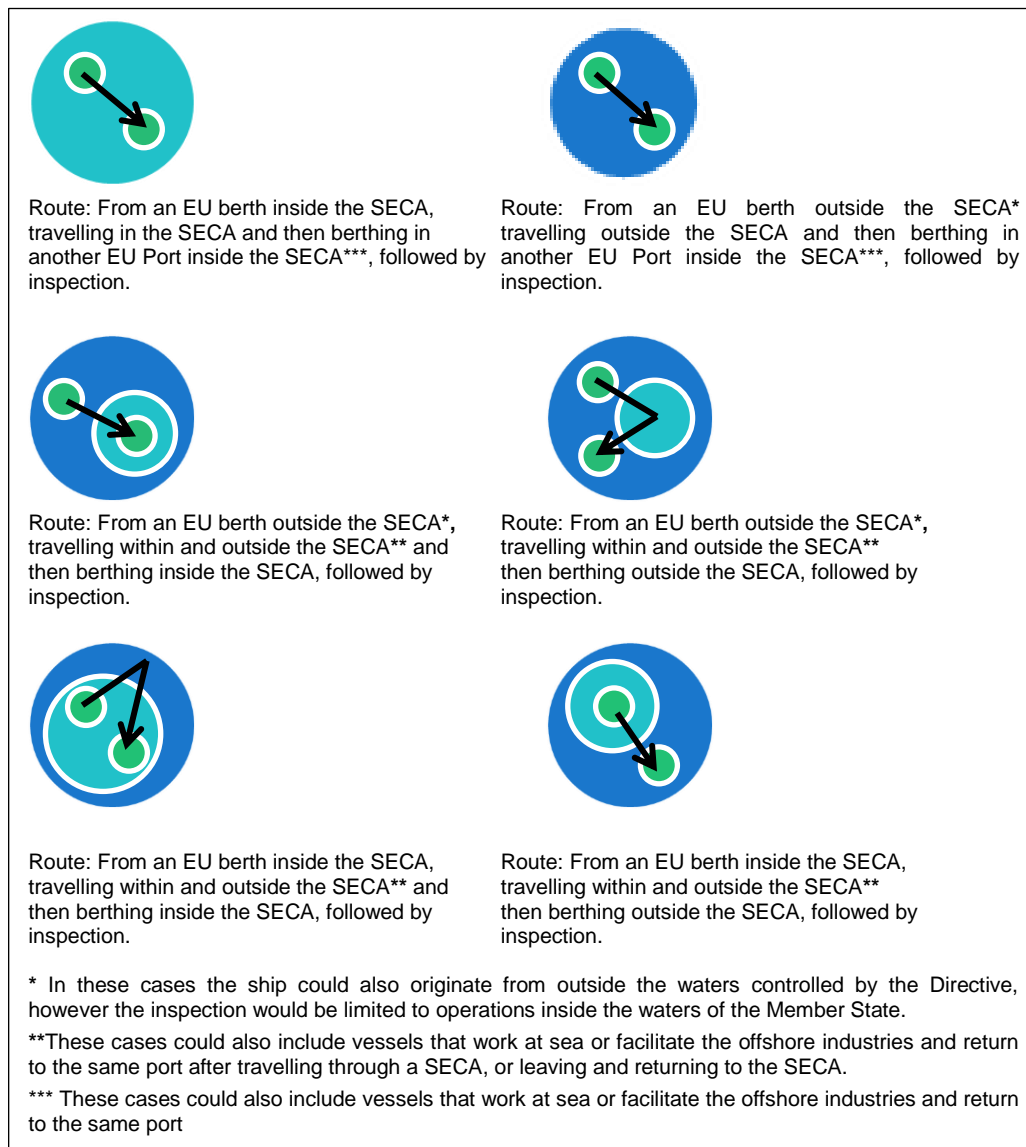


Figure 2: Potential journeys that a ship may make in the EU prior to a Sulphur Inspection.