

ANNEX 4

**MEPC RESOLUTION MEPC.362(79)
(adopted on 16 December 2022)**

**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 (Regional reception facilities within Arctic waters,
information to be included in the bunker delivery note (BDN) and information to be
submitted to the IMO Ship Fuel Oil Consumption Database)**

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,

HAVING CONSIDERED, at its seventy-ninth session, proposed amendments to MARPOL Annex VI concerning regional reception facilities within Arctic waters, information to be included in the bunker delivery note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database, 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 November 2023 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 May 2024 upon their acceptance in accordance with paragraph 2 above;

4 ALSO INVITES the Parties to consider the early application of the amendments to appendix IX with regard to information to be submitted to the IMO Ship Fuel Oil Consumption Database from 1 January 2024;

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 ALSO REQUESTS 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

AMENDMENTS TO MARPOL ANNEX VI

(Regional reception facilities within Arctic waters, information to be included in the bunker delivery note (BDN) and information to be submitted to the IMO Ship Fuel Oil Consumption Database)

Regulation 17

Reception facilities

1 Paragraph 2 is replaced by the following:

"2 The following States may satisfy the requirements in paragraph 1 of this regulation through regional arrangements when, because of those States' unique circumstances, such arrangements are the only practical means to satisfy these requirements:

- .1 small island developing States; and
- .2 States the coastline of which borders on Arctic waters, provided that regional arrangements shall cover only ports within Arctic waters of those States.

Parties participating in a regional arrangement shall develop a Regional Reception Facilities Plan, taking into account the guidelines developed by the Organization.*

The Government of each Party participating in the arrangement shall consult with the Organization, for circulation to the Parties of the present Convention, on:

- .1 how the Regional Reception Facilities Plan takes into account the guidelines developed by the Organization;*
- .2 particulars of the identified Regional Ships Waste Reception Centres taking into account the guidelines developed by the Organization;* and
- .3 particulars of those ports with only limited facilities."

Appendix V

Information to be included in the bunker delivery note (regulation 18.5)

2 The following new item 9 and associated footnote are added to the list, below item 8 "Sulphur content (% m/m)":

"The flashpoint (°C) specified in accordance with standards acceptable to the Organization,* or a statement that the flashpoint has been measured at or above 70°C;"

* ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels)."

3 Existing item 9 is renumbered as new item 10 in the list.

* Refer to the 2012 *Guidelines for the development of a Regional Reception Facilities Plan* (resolution MEPC.221(63)), as amended by resolution MEPC.363(79).

Appendix IX

Information to be submitted to the IMO Ship Fuel Oil Consumption Database (regulation 27)

4 Appendix IX is replaced by the following:

" Appendix IX

**Information to be submitted to the IMO Ship Fuel Oil Consumption Database
(regulation 27)**

Identity of the ship

IMO number

Period of calendar year for which the data is submitted

Start date (dd/mm/yyyy)

End date (dd/mm/yyyy)

Technical characteristics of the ship

Year of delivery

Ship type, as defined in regulation 2 of this annex or other (to be stated)

Gross tonnage (GT)¹

Net tonnage (NT)²

Deadweight tonnage (DWT)³

Power output (rated power)⁴ of main and auxiliary reciprocating internal combustion engines over 130 kW (to be stated in kW)

Attained EEDI⁵ (if applicable).....

Attained EEXI⁶ (if applicable).....

Ice class⁷.....

¹ Gross tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

² Net tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969. If not applicable, note "N/A".

³ DWT means the difference in tonnes between the displacement of a ship in water of relative density of 1,025 kg/m³ at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization authorized by it. If not applicable, note "N/A".

⁴ Rated power means the maximum continuous rated power as specified on the nameplate of the engine.

⁵ 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 resolutions MEPC.322(74) and MEPC.332(76)), and as may be further amended.

⁶ Refer to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)* (resolution MEPC.350(78)).

⁷ Ice class should be consistent with the definition set out in the International Code for Ships Operating in Polar Waters (Polar Code) (resolutions MEPC.264(68) and MSC.385(94)). If not applicable, note "N/A".

Fuel oil consumption, by fuel oil type in metric tonnes and methods used
for collecting fuel oil consumption data

Distance travelled

Hours under way.....

For ships to which regulation 28 of MARPOL Annex VI applies:

Applicable CII:⁸ AER cgDIST

Required annual operational CII⁹.....

Attained annual operational CII before any correction¹⁰.....

Attained annual operational CII¹¹.....Operational carbon intensity rating:¹²

A B C D E

CII for trial purpose (none, one or more on voluntary basis):¹³

EEPI (gCO₂/t•nm):

cbDIST (gCO₂/berth•nm):

cDIST (gCO₂/m•nm):

EEOI (gCO₂/t•nm or others)¹⁴:"

⁸ Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).

⁹ Refer to the *2022 Guidelines on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2)* (resolution MEPC.353(78)) and *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.338(76)).

¹⁰ As calculated in accordance with the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) before any correction using *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).

¹¹ As calculated in accordance with the *2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) and having been corrected taking into account *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).

¹² Refer to the *2022 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4)* (resolution MEPC.354(78)).

¹³ Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).

¹⁴ Refer to the *Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI)* (MEPC.1/Circ.684).