



## Marine Notice No. 01 of 2020

*This Marine Notice supersedes Marine Notices Nos. 17 of 2010; 51 of 2015; and 45 of 2019.*

*Notice to all Shipowners, Fishing Vessel Owners, Agents, Marine Fuel Suppliers, Fuel Oil Suppliers, Shipmasters, Skippers, Fishermen, Yachtsmen and Seafarers*

**REMINDER:  
Legally Permissible Marine Fuel  
Maximum Sulphur Content Limits  
in effect on and after 01 January 2020**

*(This Notice does not purport to be a legal interpretation of any legislation.)*

### Introduction

The purpose of this Marine Notice is to remind all relevant parties of the stricter worldwide legally permissible sulphur content limits (or legally permissible sulphur emissions commensurate with these content limits) for marine fuel for on-board ship combustion in effect on and after 1 January 2020.

The [Sea Pollution \(Prevention of Air Pollution from Ships\) Regulations 2010 \(Statutory Instrument No. 313 of 2010\)](#) implement in Irish law the **International Maritime Organization (IMO)**'s 2008 revised version of the *Regulations for the Prevention of Air Pollution from Ships (Annex VI)* of the *International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocols of 1978 and 1997* (otherwise known as 'MARPOL'), to which Ireland and the other EU Member States are parties. The 2008 revised *MARPOL Annex VI* entered into force on 1 July 2010, and so too did S.I. No. 313 of 2010.

The [European Union \(Sulphur Content of Marine Fuels\) Regulations 2015 \(Statutory Instrument No. 361 of 2015\)](#) implement in Irish law certain provisions of *Directive 2012/33/EU of the European Parliament and of the Council of 21 November 2012 amending Council Directive 1999/32/EC* (otherwise known as the 'Sulphur Directive') as regards the sulphur content of marine fuels. S.I. No. 361 of 2015 entered into force immediately upon signature on 20 August 2015.

These two separate and distinct statutory instruments, dealing as they do with air pollution matters, can be considered a single package of measures, as explained in more detail further below.

This Notice seeks to give a comprehensive overview of the combined MARPOL Annex VI and Sulphur Directive regime. However, for the sake of clarity and convenience, the summary sections immediately below set out the applicable **maximum allowable limits** for sulphur content in marine fuel for on-board ship combustion, or their equivalent emissions

(as well as setting out some other requirements) **from 01 January 2020 and onwards** . More explanatory detail can be found in the '[Background](#)' section further below.

## **Summary of worldwide (unless otherwise stated) Marine Fuel Sulphur Content Limits (or Equivalent Emissions) for all combustion units installed and used on-board, including main engines, auxiliary engines, boilers, incinerators, inert gas generators, etc. \***

### 01 January 2020 and onwards Marine Fuel Sulphur Content Limits

- **0.50% m/m** for all ships (including passenger ships) **outside** (Sulphur) Emission Control Areas;
- **0.10% m/m** for all ships (including passenger ships) **inside** (Sulphur) Emission Control Areas;
- **0.10% m/m** for all ships **at berth** in a port in the State, or, an Irish ship **at berth** in a port in another EU Member State.

\* The above limits apply to all ships except those ships where an approved equivalent means of compliance is fitted and in use on-board. Typically, these ships would be fitted with an **Exhaust Gas Cleaning System (EGCS / Scrubber)**.

The onus is on operators of ships which employ EGCS's or similar equivalent technology to show that such equivalent technology provides results which are at least as effective in terms of emissions as those achieved by the sulphur content limits shown above.

### 01 March 2020 and onwards 'IMO Carriage Ban'

In accordance with IMO *Resolution MEPC.305(73)*, it will be prohibited to carry on-board fuel oil which does not comply with the limit values specified above. This applies to fuel oil intended for consumption on board (as per instances specified in this summary section's main heading) and not to fuel oil carried as cargo nor to fuel oil used in ships using approved equivalent technology which yields results in terms of sulphur oxide emissions commensurate with the above-cited applicable marine fuel sulphur content limits.

### Bunker Delivery Notes (BDN's)

Ships' masters are obliged to ensure that:

- BDN's are kept on-board ship;
- BDN's are readily available for inspection at all reasonable times;
- BDN's are retained for 3 years after fuel oil delivery.

## Summary of Obligations on Marine Fuel / Bunker Fuel Oil Suppliers and Deliverers who provide or deliver fuel for use as set out above:

All bunker suppliers and those who provide or deliver fuel oil to ships should be aware of the following requirements:

- [S.I. No. 361 of 2015](#) requires that all marine fuel suppliers must be registered with the **Sustainable Energy Authority of Ireland (SEAI)** on the **Register of Marine Fuel Suppliers**.

It is an offence to supply marine fuel oil if not on the register.

- All marine fuel suppliers shall provide, within 3 months of the end of the preceding year, an annual report to the SEAI on the volume, sulphur content and energy content of any marine fuel supplied in that year.
- The fuel oil supplied must fully comply with the requirements of *Regulations 13 and 17* of [S.I. No. 313 of 2010](#).
- The fuel oil supplier must provide a **Bunker Delivery Note (BDN)** containing at least the information specified in *Appendix V to MARPOL Annex VI*, as required by *Regulation 18.5 of MARPOL Annex VI*. This includes the requirements set out in *IMO Resolution MEPC.286(71)*, which entered into force on 1 January 2019.

For the sake of convenience, an updated BDN Template is set out at the end of this Notice.

Copies of the BDN's must be retained by suppliers for a period of not less than three years and be available for inspection by Port State Control Officers.

- Fuel oil suppliers must also provide a sealed representative sample to the ship for every delivery of fuel oil. On and after 1 January 2020, this representative fuel sample must be taken in accordance with the IMO's "*2019 Guidelines for consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI*" [*IMO Resolution MEPC.320(74)*].

## Guidance on Best Practice for Fuel Oil Purchasers / Users and Fuel Oil Suppliers

The following IMO documents contain guidance only for those interested.

- *Guidance on best practice for fuel oil purchasers/users for assuring the quality of fuel oil used on board ships* (MEPC.1/Circ.875);
- *Guidance on best practice for fuel oil suppliers for assuring the quality of fuel oil delivered to ships* (MEPC.1/Circ.875/Add.1); and

- *Guidance on the development of a ship implementation plan for the consistent implementation of the 0.50% sulphur limit under MARPOL Annex VI (MEPC.1/Circ.878).*

## Background

The *International Convention for the Prevention of Pollution from Ships 1973, as modified by its Protocols of 1978 and 1997 (MARPOL)* is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes. *MARPOL* is an instrument of the **International Maritime Organization (IMO)** – the United Nations specialized agency with responsibility for the global safety and security of shipping and the prevention of marine and atmospheric pollution by ships. *MARPOL* contains six technical annexes, each with its own set of regulations, covering various sources of ship-generated pollution. The 2008 revised *Annex VI* contains regulations for the prevention of air pollution from ships, including measures to limit sulphur oxides emissions by limiting the permissible sulphur content mass in marine fuel to defined criteria or by allowing the fitting of approved equivalent technology which limits sulphur oxides emissions commensurate with these criteria. In fact, these criteria in *MARPOL Annex VI* gradually lower the permitted limits of sulphur content in marine fuel over specified, staggered periods – as summarised above.

As stated above, the 2008 revised *MARPOL Annex VI* was given effect in Irish law by the afore-mentioned [Sea Pollution \(Prevention of Air Pollution from Ships\) Regulations 2010 \(S.I. No. 313 of 2010\)](#) and [Marine Notice No. 20 of 2010 - MARPOL Annex VI amendments \(Air Pollution\)](#) refers in this regard.

The IMO routinely updates the *MARPOL Annexes* through amendments adopted at its **Marine Environment Protection Committee (MEPC)** and the onus is on affected parties to familiarise themselves with these updates, e.g., *Resolution MEPC.203(62)* concerning the inclusion in *MARPOL Annex VI* of new regulations on energy efficiency for ships, adopted on 15 July 2011, which was given effect by the [Sea Pollution \(Prevention of Air Pollution from Ships\) \(Amendment\) Regulations 2013 \(S.I. No. 35 of 2013\)](#). Resolutions adopted by MEPC can be found at [this MEPC resolutions link](#). The Marine Notices issued by the Department of Transport, Tourism and Sport may also prove useful in this regard and these notices can be found on the Department's website here [DTTAS marine notices](#).

The purpose of the *Sulphur Directive* is to reduce the emissions of sulphur oxides resulting from the combustion of certain types of liquid fuels within the EU and thereby the consequent harmful effects of such emissions on people and the environment. While the ambit of the *Sulphur Directive* extends to emissions resulting from the use of both land fuels and marine fuels, the land fuel provisions were transposed by the [European Union \(Sulphur Content of Heavy Fuel Oil and Gas Oil\) Regulations 2014 \(Statutory Instrument No. 273 of 2014\)](#), signed by the then Minister for the Environment, Community and Local Government on 16 June 2014, and these *Regulations* also revoked the previous *Regulations*, which hitherto legislated for marine fuels, i.e., the *Sulphur Content of Heavy Fuel Oil, Gas Oil, and Marine Fuels Regulations 2008 (Statutory Instrument No. 119 of 2008)*. As already stated, certain provisions of the *Sulphur Directive* pertaining to marine fuel were given effect in Irish law by the afore-mentioned [European Union \(Sulphur Content of Marine Fuels\) Regulations 2015 \(S.I. No. 361 of 2015\)](#).

One of the main objectives of *Directive 2012/33/EU* is to align EU legislation with the time-staggered, global marine fuel sulphur content by mass limits (or their commensurate sulphur dioxide emission levels resulting from the use of approved emission abatement technology) as set out in the afore-mentioned IMO's 2008 revised *MARPOL Annex VI*.

However, in some areas, *Directive 2012/33/EU* goes beyond the revised *MARPOL Annex VI* regime concerning the legally permitted limits for the sulphur content of marine fuels for use on board ships (or their commensurate sulphur dioxide emissions). Therefore, in more specific terms, the purpose of [S.I. No. 361 of 2015](#) is:

- **firstly**; to accord with EU law by transposing those marine fuel provisions of *Directive 2012/33/EU* which have not already been implemented in Irish law by [S.I. No. 313 of 2010](#);
- **secondly**; to clarify, where necessary, those provisions of [S.I. No. 313 of 2010](#) which still apply in order to avoid any legal ambiguity or uncertainty; and,
- **thirdly**; to amend other relatively minor provisions in [S.I. No. 313 of 2010](#) for the sake of clarity and alignment.

Effectively, therefore, the combined *MARPOL Annex VI* and *Sulphur Directive* regimes set out in [S.I. No. 313 of 2010](#) and [S.I. No. 361 of 2015](#) respectively can be thought of as a single package of measures.

An instance of where the *Sulphur Directive* makes direct use of a mechanism in *MARPOL Annex VI* would be the provision concerning the use of **Emission Control Areas (ECA's)** where shipping is particularly busy or where a population may be concentrated near a maritime area, and in which higher standards of emission control therefore apply.

An instance of where the *Sulphur Directive* goes further than *MARPOL Annex VI* would be the provision for the use of a compulsory system for the sampling and analysis of marine fuel for combustion purposes on board ships, which hitherto had been discretionary for EU Member States under the *MARPOL Annex VI* regime.

## **Operational requirements under combined *MARPOL Annex VI* and *Sulphur Directive* regime**

Under the combined *MARPOL Annex VI* and *Sulphur Directive* regime, the following are the main requirements which pertain.

### Implementation dates and implications thereof

As previously stated, [S.I. No. 313 of 2010](#) entered into force on 1 July 2010 and this S.I. (as amended by *Regulation 17* of [S.I. No. 361 of 2015](#) and also by subsequent national legislation giving effect to *MARPOL Annex VI* legislation) is still in force.

**A compulsory sampling and analysis regime with regard to the sulphur content by mass of marine fuel entered into force on and from 1 January 2016 onwards – see below for further information in this specific regard.**

### All ships WITHIN Emission Control Area (ECA's)

While there are no ECA's in Irish waters, the sulphur content of marine fuel for use on board all Irish ships, wherever they may be, sailing through ECA's, is not to exceed 0.10% by mass on and after 1 January 2015, as set out in *Regulation 13(3)(c)* of [S.I. No. 313 of 2010](#) and *Regulation 4(2)* of [S.I. No. 361 of 2015](#).

### All ships (including passenger ships) OUTSIDE ECA's

On and after 1 January 2020, the sulphur content of marine fuel for use on board all ships (including passenger ships) sailing in the internal waters, territorial sea, or exclusive economic zone of the State, or Irish ships, wherever they may be, sailing outside ECA's, is not to exceed 0.50% by mass, as set out in *Regulation 13(1)(c)* of [S.I. No. 313 of 2010](#) and *Regulation 4(1)(b)* of [S.I. No. 361 of 2015](#).

### Ships AT BERTH or AT ANCHOR

Irish and foreign ships at berth or anchored in a port in the State, or, Irish ships at berth or anchored in a port in another EU Member State, are to use marine fuel with a sulphur content not exceeding 0.10% by mass, unless: -

- according to published timetables, such ships (effectively, in this instance, passenger/ferry ships) are due to be at berth for less than two hours; or,
- such ships switch off all combustion units and only use shore-side electricity,

- as set out in *Regulation 5* of [S.I. No. 361 of 2015](#).

### Vessel records, including Bunker Delivery Notes

Vessels entering ports in the State are required to maintain correctly completed records in respect of all operations, including fuel change-over operations, for the sake of compliance with this combined legislative regime as a condition of port entry. This requirement includes retaining Bunker Delivery Notes (BDN's) on-board so as to be readily available for inspection at all reasonable times and for a minimum period of three years, as set out in *Regulation 17* of [S.I. No. 313 of 2010](#) and *Regulation 4* of [S.I. No. 361 of 2015](#).

### Compulsory sampling and analysis regime

Under the *MARPOL Annex VI* regime only, as (originally) provided for in Irish legislation by *Regulation 17* of [S.I. No. 313 of 2010](#), inspectors had discretion in deciding whether or not to analyse any marine fuel representative sample taken (in accordance with the relevant IMO Guidelines) at the time of the respective fuel delivery.

However, *Article 6 (Sampling and analysis)* and *Article 7 (Reporting and review)* of the *Sulphur Directive* compel EU Member States **to implement (and report regularly to the Commission on the implementation of)** a system of sampling and analysis of marine fuel for use on board ships. *Regulation 12 (Powers of inspectors)* and *Regulation 13 (Sampling and analysis)* of [S.I. No. 361 of 2015](#) provide, *inter alia*, in Irish legislation for the *Sulphur Directive's* compulsory sampling and analysis regime. As stated above, this **compulsory sampling and analysis regime came into effect on 1 January 2016**. The exact procedure laying down the rules concerning the **sampling** (and reporting) as regards the sulphur content of marine fuels, is set out in [Commission Implementing Decision \(EU\) 2015/253](#).

### [Approved emission abatement methods](#)

*Regulation 9(1)* of [S.I. No. 361 of 2015](#) legislates specifically for criteria for the use of ship emission abatement methods that continuously achieve reductions of sulphur dioxide emissions that are at least equivalent to the reductions that would be achieved by using marine fuels that meet the requirements of that S.I., or *Regulation 13* of [S.I. No. 313 of 2010](#). *Schedules 1* and *2* respectively of [S.I. No. 361 of 2015](#) set out the equivalent emission values for, and the criteria for the use of, such emission abatement methods.

*Regulation 9(2)* of [S.I. No. 361 of 2015](#) sets out the criteria for applying for Ministerial approval to conduct trials of new ship emission abatement methods.

### [Marine / bunker fuel oil suppliers' obligations \(See also above Summary\)](#)

Marine / bunker fuel suppliers in the State are required to

- (i) **register** with the **Sustainable Energy Authority of Ireland (SEAI)** – in order to enable that body maintain a publicly available register of marine fuel suppliers; and
- (ii) **provide** an annual report to the SEAI within three months of the end of the preceding year, concerning the nature of the marine fuel which that supplier provided for use on board ships during the preceding year, as set out in *Regulation 7* of [S.I. No. 361 of 2015](#).

Accordingly, marine / bunker fuel suppliers should download from the SEAI webpage – <https://www.seai.ie/energy-in-business/register-with-seai/marine-fuel-supplier/>, template forms in respect of the afore-mentioned items (i) and (ii) and return the completed forms by email, fax or post to the SEAI, as per the contact details immediately below.

Mr. Martin Howley or Ms. Mary Holland,  
Energy Policy Statistical Support Unit,  
Sustainable Energy Authority of Ireland,  
Building 2100,  
Cork Airport Business Park,  
Co. Cork, T12 KV8R.  
Tel: + 353 1 808 2056  
Email: [epssu@seai.ie](mailto:epssu@seai.ie)

Marine / bunker fuel suppliers in the State delivering marine fuel to ships for use on board such ships are required to record the relevant details of such fuel in a Bunker Delivery Note (BDN) and provide the BDN together with a sealed sample of the fuel as required by *Regulation 17* of [S.I. No. 313 of 2010](#), certified by the fuel oil supplier that the fuel oil meets the requirements of Regulations 13 and 17 of S.I. No. 313 of 2010; as set out in *Regulation 17(5)* of [S.I. No. 313 of 2010](#) and *Regulation 4(7)* of [S.I. No. 361 of 2015](#). [As stated above; for the sake of convenience, an updated **BDN Template** is set out at the end of this Notice.]

Marine / bunker fuel suppliers are further required to retain a copy of the BDN for a minimum period of 3 years for inspection and verification by an inspector as necessary, as set out in *Regulation 4(8)* of [S.I. No. 361 of 2015](#).

### Product Prohibition

Neither marine diesel oil with a sulphur content exceeding 1.50% by mass nor marine gas oil with a sulphur content exceeding 0.10% by mass may be sold or supplied (other than for export) to a ship, as set out in *Regulation 8* of [S.I. No. 361 of 2015](#).

### Enforcement

As stated above, in order to ensure that only marine fuel with the legally permitted sulphur content by mass is used by all ships, the *Sulphur Directive* requires EU Member States to fully implement **a mandatory sampling and analysis regime**. The sampling is to be carried out periodically with sufficient frequency and quantities in such a way that the samples are representative of marine fuel being used by vessels while in relevant sea areas and ports, and, to that end, the procedure in *Commission Implementing Decision (EU) 2015/253 entered into force from 1 January 2016 onwards*.

*Article 6* of the *Sulphur Directive* obliges EU Member States to use the following means of sampling, analysis and inspection:

(a) inspection of ships' logbooks 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 ships, in accordance with the relevant IMO guidelines, and analysis of its sulphur content; 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.

Therefore, in order to ensure compliance with the afore-mentioned marine fuel sulphur content by mass limits (*Regulations 4 and 5* of [S.I. No. 361 of 2015](#) and *Regulation 13* of [S.I. No. 313 of 2010](#)) imposed on EU Member States by the *Sulphur Directive*, [S.I. No. 361 of 2015](#) provides for the appointment of inspectors (*Regulation 11*) who have wide-ranging powers (*Regulation 12*) in order to implement the sampling and analysis requirements,



including requiring a marine fuel supplier to take appropriate remedial action to bring any non-compliant marine fuel discovered into compliance (*Regulation 13*).

Also, in accordance with *Regulation 6* of [S.I. No. 361 of 2015](#), in the event that non-compliant marine fuel is found by an inspector to have been used on board any ship, an inspector may require such ship's owner or master to provide certain documentation and evidence in order to demonstrate that reasonable efforts were made to obtain compliant fuel and when such documentation has been provided by such ship's owner or master, it shall be considered when deciding whether or not control actions are required in those particular circumstances.

## Penalties

[S.I. No. 361 of 2015](#) provides for a variety of offences; however, certain offences are deemed more serious than others and, therefore, liable—

- (i) on summary conviction, to a *class A* fine<sup>1</sup>, or
- (ii) on conviction on indictment, to a fine not exceeding €300,000.

Instances of such offences are as follows:

- a relevant passenger ship using non-compliant marine fuel, be it inside, or outside, an ECA. However, it should be noted that all ships are liable, on conviction on indictment, to harsher penalties under the *MARPOL Annex VI* regime only.;
- any ship using non-compliant marine fuel while at berth or anchored in a port in the State, or, an Irish ship doing so while berthed or anchored in a port in another EU Member State, unless: -
  - according to published timetables, such ship (effectively, in this instance, a passenger/ferry ship) is due to be at berth for less than two hours; or,
  - such ship switches off all combustion units and only uses shore-side electricity;
- a marine / bunker fuel supplier failing to register with the SEAI, or, failing to provide an annual report to the SEAI within three months of the end of the preceding year, concerning the nature of the marine fuel which that supplier provided for use on board any ships during the preceding year;
- a person who places on the market prohibited marine fuels; and
- a ship that uses any emission abatement method that has not been approved by the Minister.

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<sup>1</sup> Under [section 4](#) of the [Fines Act 2010](#), a *class A* fine stands at a maximum of €5,000 at the time of publication of this Notice. However, it should be noted that this legislation is subject to potential review, just as would any other legislation.

Less serious offences, e.g., a ship not carrying a written procedure showing how a fuel change-over operation is to be done prior to entering / exiting an ECA, or, the incorrect completion of a ship's logbook in respect of on-board use of marine fuel, are liable, on summary conviction, to a class A fine.

**Non-compliance with the requirements of [S.I. No. 313 of 2010](#) OR [S.I. No. 361 of 2015](#) may result in prosecution.**

The combined *MARPOL Annex VI* and *Sulphur Directive* regime applies to all ships when they are in the internal waters, territorial sea, or exclusive economic zone of the State and, unless otherwise stated, to Irish ships everywhere.

**Role of the Marine Survey Office and Appointment and Powers of Inspectors**

The **Marine Survey Office (MSO)** of the **Department of Transport, Tourism and Sport** is responsible for the enforcement of the combined *MARPOL Annex VI* and *Sulphur Directive* regime set out in both [S.I. No. 313 of 2010](#) and [S.I. No. 361 of 2015](#).

In this regard, MSO surveyors are appointed, and empowered, as inspectors in accordance with [s.19 \(Surveyors of ships\)](#), [s.20 \(Appointment of inspectors\)](#), and [s.21 \(Powers of inspectors\)](#) respectively of the [Sea Pollution Act 1991](#) and also in accordance with *Regulation 11 (Appointment of inspectors)* and *Regulation 12 (Powers of inspectors)* respectively of [S.I. No. 361 of 2015](#).

Any queries concerning the requirements of this combined legislative regime should be directed to the MSO, as per the contact details in the text-box at the end of this Notice.

Please note that the following marine notices are superseded by this Marine Notice.

<b>Marine Notice No. 17 of 2010</b>	<b><i>'Sulphur content of marine fuels'</i></b>
<b>Marine Notice No. 51 of 2015</b>	<b><i>'European Union (Sulphur Content of Marine Fuels) Regulations 2015 (S.I. No. 361 of 2015)'</i></b>
<b>Marine Notice No. 45 of 2019</b>	<b><i>'Marine Fuel Legally Permissible Maximum Sulphur Content Limits due to come into effect from 01 January 2020 onwards'</i></b>

Irish Maritime Administration,  
 Department of Transport, Tourism and Sport,  
 Leeson Lane, Dublin 2, D02 TR60, Ireland.

03/01/2020

Encl.: BDN Template

For any technical assistance in relation to this Marine Notice, please contact:  
 The Marine Survey Office, tel: +353-(0)1-678 3400.  
 For general enquiries, please contact the Maritime Safety Policy Division, tel: +353-(0)1-678 3418.  
 Written enquiries concerning Marine Notices should be addressed to:  
 Dept. of Transport, Tourism and Sport, Maritime Safety Policy Division, Leeson Lane, Dublin 2, D02 TR60, Ireland.  
 email: [MarineNotices@dtas.gov.ie](mailto:MarineNotices@dtas.gov.ie) or visit us at: [www.dttas.gov.ie](http://www.dttas.gov.ie)

## Bunker Delivery Note (BDN) Template

Appendix V to Annex VI of MARPOL

Information to be included in the bunker delivery note  
(paragraph 5 of regulation 18 of Annex VI)

Every Marine / Bunker Fuel Oil Supplier is required to provide a BDN in respect of each delivery of marine fuel for use in all combustion units installed and used on-board, including main engines, auxiliary engines, boilers, incinerators, inert gas generators, etc.

Each Bunker Delivery Note must contain at least the following information.

\* \* \*

### Bunker Delivery Note (BDN)

Name and IMO Number of receiving ship

Port

Date of commencement of delivery

Name, address and telephone number of marine fuel oil supplier

Product name(s)

Quantity in metric tonnes

Density at 15°C, kg/m<sup>3</sup> \*

Sulphur content (% m/m) \*

A declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of this Annex and that the sulphur content of the fuel oil supplied does not exceed:

- the limit value given by regulation 14.1 of this Annex;
- the limit value given by regulation 14.4 of this Annex; or
- the purchaser's specified limit value of \_\_\_\_\_ (% m/m), as completed by the fuel oil supplier's representative and on the basis of the purchaser's notification that the fuel oil is intended to be used:
  - .1 in combination with an equivalent means of compliance in accordance with regulation 4 of this Annex; or
  - .2 is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology research in accordance with regulation 3.2 of this Annex.

The declaration shall be completed by the fuel oil supplier's representative by marking the applicable box(es) with a cross (x).

#### Footnotes:

\* See afore-mentioned IMO 2019 Guidelines for Consistent Implementation of the 0.50% Sulphur Limit under MARPOL Annex VI and afore-mentioned IMO guidance circulars for further information.