



ر.ت.ت.ای

تاریخ: ۱۳۹۵/۹/۲۲

وزارت راه و شهرسازی

شماره: ۳۱۲۴۳/ص/۹۵

سازمان بنادر و دریانوردی

پورت:

وریت: عادی

شرکت کشتیرانی جمهوری اسلامی ایران - شرکت ملی نفتکش - شرکت کشتیرانی پتروپارس - شرکت کشتیرانی والفجر - شرکت کشتیرانی ایران و هند - شرکت کشتیرانی بنیاد - شرکت پایانه‌ها و مخازن پتروشیمی - منطقه ویژه اقتصادی انرژی پارس - انجمن کشتیرانی و خدمات وابسته

موضوع: بخشنامه ۳۶۹۱ اصلاحات به ضمیمه ششم کنوانسیون مارپل

باسلام و احترام

بخشنامه ۳۶۹۱ سازمان بین‌المللی دریانوردی مورخ ۲۴ نوامبر ۲۰۱۶، حاوی پیش‌نویس اصلاحات به ضمیمه ششم کنوانسیون مارپل که در هفتادمین اجلاس کمیته حفاظت محیط زیست دریایی (MEPC 70) مورد تایید اولیه قرار گرفت، جهت استحضار ارسال می‌گردد. این اصلاحات پیشنهادی در هفتاد و یکمین اجلاس این کمیته به تصویب خواهند رسید.

بر اساس این اصلاحات، دریای بالتیک و شمال به عنوان منطقه کنترل انتشار اکسیدهای نیتروژن (NOx) بر اساس سطح سوم کنترل (Tier III Control) در نظر گرفته خواهند شد.

خواهشمند است دستور فرمایید موضوع به مراجع ذیربط آن مجموعه منعکس گردد و هرگونه نظر یا پیشنهادات در این خصوص را تا تاریخ ۹۵/۱۰/۲۹ به این اداره کل ارسال نمایند. شایان ذکر است مفاد کامل این بخشنامه در سایت سازمان بنادر و دریانوردی در قسمت اعلامیه‌های دریایی در بخش بخشنامه‌های ایمنی و حفاظت دریایی قابل دسترسی می‌باشد. ضمناً شماره تلفن ۸۴۹۳۲۱۷۴ جهت همکاری اعلام می‌گردد.

آدرس: دیدان و نگهبانکاراه جفا بنادر چهارراه جهان کوکلت‌نمای خیابان شریعی

تلفن: ۸۴۹۳۱۷۴ و ۸۴۹۳۱۷۵ - ۲ - ۸۴۵۱۱۹۱۱ کد پستی: ۱۱۱۵/۱۱۱۶ و ۱۱۱۵/۱۱۱۶ کد ترمز: info@pmo.ir



پیشانی

وزارت راه و شهرسازی

## سانمان، ڄامو وڌيا زور ڏي

تاریخ: ۱۳۹۵/۹/۲۲

90/10/11222 10/11



ورمٹ: عادی

**علیرضا خجسته**

**مدیر کل حفاظت و ایمنی دریانوردی**

رونوشت :

- معاونت محترم امور دریایی جهت استحضار

— — اداره کل بنادر و دریانوردی هرمزگان جهت آگاهی و اقدام مشابه

- - اداره کل بنادر و دریانوردی خوزستان جهت آگاهی و اقدام مشابه

— — اداره کل بنادر و دریانوردی بوشهر جهت آگاهی و اقدام مشابه

— — اداره کل بنادر و دریانوردی سیستان و بلوچستان جهت آگاهی و اقدام مشابه

— — اداره کل بنادر و دریانوردی گیلان جهت آگاهی و اقدام مشابه

— — اداره کل بنادر و دریانوردی مازندران جهت آگاهی و اقدام مشابه

— — اداره کل بندر و دریانوردی خرمشهر جهت آگاهی و اقدام مشابه

— — — مدیر بندر و دریانوردی امیرآباد جهت آگاهی و اقدام مشابه

- - بندر و دریانوردی عسلویه جهت آگاهی و اقدام مشابه

— — — — —  
موسسه رده بندی آسیا، جهت آگاهی و اقدام مشابه

— — —  
موسسه رده بندی ایرانیان، جهت آگاهی و اقدام مشابه

— — اداره کل امور دریایی جهت آگاهی و اقدام مشابه

— — اتحادیه مالکین کشتیها، جهت آگاهی و اقدام مشابه

— — اداره جستجو و نجات و حفاظت دریایی جهت اطلاع و پیگیری

آدرس: میدان وکمنی کمره ۱۴۵، خیابان ولیعصر تهران

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Circular Letter No.3691  
24 November 2016

To: All IMO Members  
Parties to the MARPOL Convention which are not Members of IMO

Subject: **Amendments to MARPOL Annex VI**

1 MEPC 70 (24 to 28 October 2016) considered and approved draft amendments to MARPOL Annex VI concerning the designation of the Baltic Sea and the North Sea Emission Control Areas for NO<sub>x</sub> Tier III control and the information to be included in the bunker delivery note, with a view to adoption at MEPC 71 (3 to 7 July 2017).

2 The Secretary-General has the honour to transmit herewith, in accordance with article 16(2)(a) of the MARPOL Convention, the text of the draft amendments referred to above and set out in the annex, with a view to their consideration for adoption at MEPC 71 in accordance with article 16(2)(b), (c) and (d) of the said Convention.

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[https://edocs.imo.org/Final Documents/English/CIRCULAR LETTER NO.3691 \(E\).docx](https://edocs.imo.org/Final Documents/English/CIRCULAR LETTER NO.3691 (E).docx)





**ANNEX****DRAFT AMENDMENTS TO MARPOL ANNEX VI****(Designation of the Baltic Sea and the North Sea Emission Control Areas  
for NO<sub>x</sub> Tier III control)  
(Information to be included in the bunker delivery note)****Regulation 13  
Nitrogen oxides (NO<sub>x</sub>)**

1 At the end of existing paragraph 5.1.2, the word "when" is added, and a new paragraph 5.1.3 is added as follows:

"when

.3 that ship is constructed on or after 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area;"

2 The existing paragraph 5.1.3 is renumbered as paragraph 5.1.4 and in the renumbered paragraph 5.1.4, the reference to "paragraph 5.1.2" is replaced by "paragraphs 5.1.2 and 5.1.3".

3 New paragraphs 5.4 and 5.5 are added after existing paragraph 5.3<sup>1</sup> as follows:

"5.4 Emissions of nitrogen oxides from marine diesel engines subject to paragraph 5.1 of this regulation that occur immediately following building and sea trials of a new ship, or before and following converting, repairing, and/or maintaining the ship, or maintenance or repair of a Tier II engine or a dual fuel engine when the ship is required to not have gas fuel or gas cargo on board due to safety requirements, for which activities take place in a shipyard or other repair facility located in an Emission Control Area listed in paragraph 6 of this regulation, are temporarily exempted provided the following conditions are met:

.1 the engines meet the Tier II NO<sub>x</sub> limits; and

.2 the ship sails directly to and from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable.

5.5 The exemption described in paragraph 5.4 of this regulation applies only for the following periods:

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<sup>1</sup> Adopted by resolution MEPC.271(69) which is expected to enter into force on 1 September 2017.



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- .1 for newly constructed ships, the period beginning at the time the ship is delivered from the shipyard, including sea trials, and ending at the time the ship directly exits the NO<sub>x</sub> ECA(s) or, with regard to ships fitted with dual fuel engines, the ship directly exits the NO<sub>x</sub> ECA(s) or proceeds directly to the nearest gas fuel bunkering facility located in the NO<sub>x</sub> ECA;
- .2 for ships with Tier II engine(s) undergoing conversion, maintenance, or repair, the period beginning at the time the ship enters the NO<sub>x</sub> ECA(s) and proceeds directly to the shipyard or other repair facility, and ending at the time the ship is released from the shipyard or other repair facility and directly exits the NO<sub>x</sub> ECA(s) after performing sea trials, if applicable; and
- .3 for ships with dual fuel engines undergoing conversion, maintenance, or repair, in case the ship is required to not have gas fuel or gas cargo on board due to safety requirements, the period beginning at the time the ship enters the NO<sub>x</sub> ECA(s) or when it is degassed in the NO<sub>x</sub> ECA and proceeds directly to the shipyard or other repair facility, and ending at the time when the ship is released from the shipyard or other repair facility and directly exits the NO<sub>x</sub> ECA(s) or proceeds directly to the nearest gas fuel bunkering facility located in the NO<sub>x</sub> ECA."

5 At the end of existing paragraph 6.2, the word "and" is deleted.

6 A new paragraph 6.3 is added after paragraph 6.2 as follows:

"3 the Baltic Sea area as defined in regulation 1.11.2 of Annex I and the North Sea area as defined in regulation 1.14.6 of Annex V; and"

7 The existing paragraph 6.3 is renumbered as 6.4.

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

8 The items listed in the Appendix are numbered from 1 to 9.

9 In item 7, the comma after "15°C" is deleted and brackets are added around "kg/m<sup>3</sup>".

10 Item 9 is replaced with the following:

"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).

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**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.**

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

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