

Isle of Man Ship Registry Manx Shipping Notice



MARPOL Annex VI – Local Suppliers of Fuel Oil

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1. Introduction

Pollution from ships is regulated through the International Convention for the Prevention of Pollution from Ships (MARPOL). This includes, in MARPOL Annex VI, regulations to prevent air pollution from ships. In addition to regulating ships MARPOL Annex VI also requires each country to impose certain requirements on suppliers of fuel oil to ships.

In the Isle of Man these requirements apply to 'local suppliers of fuel oil', which is defined as a person who receives fuel oil with a view to its delivery to and use on board a ship whilst it is in the Island or the territorial waters of the Island by barge or direct from shore.

For the purpose of these requirements, a ship is defined as being a vessel of any type operating in the marine environment.

The requirements are outlined in this notice for ease of reference. Please note, Section 3 and 4 of this notice do not apply to fuels supplied in gaseous form such as compressed natural gas, liquefied natural gas or liquefied petroleum gas.

2. Responsibilities of a Local Supplier of Fuel Oil

2.1 Registration

A local supplier of fuel oil who delivers fuel oil to a ship for combustion purposes must register with the Ship Registry annually.

This is not a new requirement, however, the actual provisions of that registration have been changed slightly and from the date of issue of this notice a local supplier of fuel oil must register with the Department on the 1st April each year ensuring that the registration is received by the Department within a month either side of that date.

Registration should be submitted to the Department on form Q011 a copy of which is attached to this Notice.

2.2 Bunker delivery note

A local supplier of fuel oil who supplies fuel to a vessel which is of 400gt or above, or any fixed and floating platform or drilling rig, which has an International Air Pollution Prevention Certificate must provide the vessel with a bunker delivery note relevant to that fuel.

The bunker delivery note must contain the following information:

- 1) name and IMO number of the receiving vessel
- 2) the Port of delivery
- 3) the date of commencement of delivery
- 4) local fuel oil suppliers name and address



- 5) the name of the product
- 6) the quantity of product delivered in metric tonnes
- 7) the density of the product in kg/m³ measured at 15°C
- 8) the sulphur content of the product in %m/m
- 9) 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 MARPOL Annex VI and that the sulphur content of the fuel oil supplied does not exceed:

the limit value given by regulation 14.1 of MARPOL Annex VI;

the limit value given by regulation 14.4 of MARPOL Annex VI; 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 MARPOL Annex VI; 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 MARPOL Annex VI.

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

The requirement to certify that the fuel oil complies with the requirements of Regulation 18.3 of MARPOL Annex VI may be met by the fuel oil supplier providing a copy of the Refinery Certificate of Quality (or similar) as part of the bunker delivery note.

A copy of the bunker delivery note must be retained by the local fuel oil supplier for a period of three years from the date of delivery and is to be made available for inspection purposes.

The bunker delivery note is to be accompanied by a representative sample of the fuel oil delivered.

2.3 Representative Sample

The representative sample of the fuel oil should be collected in accordance with the following guidelines:

A primary sample of the fuel delivered to the ship should be obtained by one of the following methods at the time of delivery:

- manual valve-setting continuous-drip sampler; or
- time-proportional automatic sampler; or
- flow-proportional automatic sampler.

Sampling equipment should be used in accordance with manufacturer's instructions, or guidelines, as appropriate.

A means should be provided to seal the sampling equipment throughout the period of supply. Attention should be given to:

- the form of set up of the sampler;
- the form of the primary sample container;



- the cleanliness and dryness of the sampler and the primary sample container prior to use;
- the setting of the means used to control the flow to the primary sample container; and
- the method to be used to secure the sample from tampering or contamination during the bunker operation.

The primary sample receiving container should be attached to the sampling equipment and sealed so as to prevent tampering or contamination of the sample throughout the bunker delivery period.

The sample of the fuel delivered to the ship should be obtained at the receiving ship's inlet bunker manifold and should be drawn continuously throughout the bunker delivery period.

A retained fuel sample is then to be taken from the primary sample and is to be provided to the ship at the end of the delivery period and should be provided in line with the following guidelines:

- The retained sample container should be clean and dry;
- Immediately prior to filling the retained sample container, the primary sample quantity should be thoroughly agitated to ensure that it is homogeneous;
- The retained sample should be of sufficient quantity to perform the tests required but should not be less than 400 ml. The container should be filled to 90% ± 5% capacity and sealed; and
- Immediately following collection of the retained sample, a tamper proof security seal with a unique means of identification should be installed by the local fuel oil supplier's representative in the presence of the ship's representative.

A label containing the following information should be secured to the retained sample container:

- location at which, and the method by which, the sample was drawn;
- date of commencement of delivery;
- name of bunker tanker/bunker installation;
- name and IMO number of the receiving ship;
- signatures and names of the local fuel oil supplier's representative and the ship's representative;
- details of seal identification; and
- bunker grade.

To facilitate cross-referencing the details of the seal identification may also be recorded on the bunker delivery note.



3. Offences

It should be noted that it is an offence if a local supplier of fuel oil:

- fails to register with the Department in accordance with the provisions contained in Section 2.1 of this notice;
- fails to provide to a vessel of over 400 GT to which fuel oil is delivered, a bunker delivery note, containing as a minimum the information outlined in this notice; and
- fails to provide a representative fuel sample, taken into account the guidelines in this notice, along with that bunker delivery note.

Please note - The Isle of Man Ship Registry cannot give legal advice. Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from ship to ship. You should consider seeking independent legal advice if you are unsure of your own legal positio



Register of Local Suppliers of Fuel Oil to Ships

Name of Company	
Address	

Contact Name	
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Telephone Number	
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Fax Number	
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Email Address	
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Fuel oil supplier Name and Address (Who supplies you?)	
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Delivery methods	Road Tanker		Bunker Barge		Shore supply	
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Fuel grades supplied	HFO		MFO		Diesel Oil	
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Signature: _____ Date: _____

Position in Company: _____