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IMO: MARPOL Annex VI

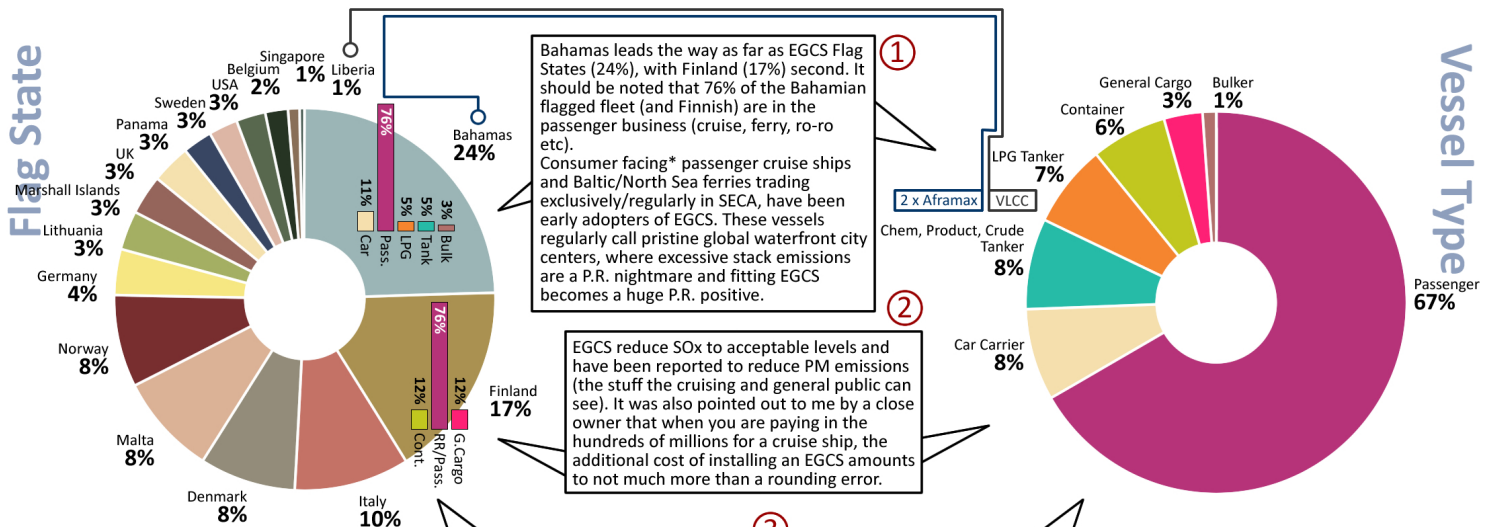
In 1997 a new annex was added to the International Convention for the Prevention of Pollution from Ships (MARPOL). The Regulations for the Prevention of Air Pollution from Ships (Annex VI) seek to minimize airborne emissions from ships (SO_x, NO_x, ODS, VOC) and their contribution to global air pollution and environmental problems. Annex VI entered into force on 19 May 2005 and a revised Annex VI was adopted in October 2008 which entered into force on 1 July 2010.

Notifications required by Parties to MARPOL Annex VI

*Administrations are required to make notifications to the Organization under a number of regulations of MARPOL Annex VI: The regulation that covers EGCS (Exhaust Gas Cleaning Systems) is: "Regulation 4.2: Equivalent Compliance Method". Based on the latest IMO data of completed and certified Administration Notifications for the use of Equivalent Compliance Methods for Sulfur Caps the charts below highlight who is presently certified to "scrub" their exhaust to comply with regulations.

Note: These figures will not include EGCS presently in engineering, design, development or installation and are not operational and therefore not certified by Class and then Flag State prior to submission to the IMO. Tracking of EGCS is not as straight forward as other equipment that is covered by a formal administration type approval program. The overwhelming majority of EGCS are approved as Scheme B approvals under MEPC.259(68). Administrations are then required to notify the IMO of approved installations.

*Administrations are vessel Flag States that require vessel Class to certify and inform Flag that EGCS systems are correctly engineered, installed, operational and all documentation and procedures for "Equivalent Compliance" are in place onboard.



So, for now the passenger industry and its' flag states of choice lead the way, followed by flags and vessel types locked into exclusive SECA trades, no great surprise there. Even the two EGCS fitted Bahamas flagged aframax tankers in the database are shuttle tankers trading exclusively in the North Sea. The outstanding bellweather of things to come in the very near future is the inclusion of the EGCS fitted and just delivered VLCC, the Almi Atlas. The only VLCC and the reason Liberia makes the chart. Expect all these charts to transform as EGCS on global trading vessels are certified and added to the database. *As opposed to bulk shipping, which is business-to-business and usually only interfaces with the general public when there is a pollution or other incident. At which point the majority of the general public immediately become commercial shipping experts.

