

JAPAN P&I NEWS

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外航組合員各位

カナダでの船舶燃料のサンプリング試験の導入について

カナダ運輸省が、2016年8月22日よりカナダ水域を航行する全船に対して船舶燃料の現場サンプリング試験を実施し、北米排出規制区域（North American Emission Control Area : NA-ECA）にて求められている硫黄分に関する規定（硫黄分0.10%未満）を遵守しているかどうかを確認するとの情報を入手いたしましたので、その内容につきご案内いたします。

そのサンプリング検査では、持ち運び式の燃料分析装置によって、エンジンの燃料供給系統内の使用燃料に含まれる硫黄分が計測されます。

対象船等の詳細は添付をご参照ください。

<http://www.tc.gc.ca/eng/marinesafety/bulletins-2016-08-eng.htm>

なお、本件は MARPOL 条約 付属書 VI における船舶による大気汚染規制を受け実施されるものです。NA-ECA を航行する際には、サンプリング試験の実施に備え規制区域で使用する船舶燃料及び Bunker Delivery Note の硫黄分記載欄を事前にご確認されることをお勧めいたします。

各船舶の安全航行と事故防止を祈念いたします。

以上

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添付： 船舶燃料の硫黄分確認に関するカナダ運輸省からの情報（英文、2016年8月18日付）



SHIP SAFETY BULLETIN

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We issue Ship Safety Bulletins for the marine community. Visit our Website at www.tc.gc.ca/ssb-bsn to view existing bulletins and to sign up to receive e-mail notices of new ones



**Subject: Regulations for Vessel Air Emissions:
Sulphur in Fuel Content Verification Process**

Purpose

This bulletin informs stakeholders that Marine Safety Inspectors will start verifying compliance with the 0.1% sulphur content requirements for marine fuel through on-site fuel sampling and testing effective **August 22, 2016**.

Background

The *Vessel Pollution and Dangerous Chemicals Regulations* (the Regulations) set out provisions to implement the North American Emission Control Area (NA-ECA) adopted under Annex VI to the *International Convention for the Prevention of Pollution from Ships* (MARPOL)

Since January 1, 2015, the sulphur content of marine fuel used on board a vessel must not exceed 0.10% by mass within the Canadian jurisdiction of the NA-ECA, as set out in Section 111 of the Regulations. The NA-ECA standard should provide important benefits to Canada. It is expected to result in a more than 90% decline in sulphur oxide emissions from vessels.

Since most vessels must use more expensive low sulphur fuel oil to comply with these standards compared to vessels operating outside of ECAs under MARPOL, Transport Canada will rigorously monitor vessels to ensure they are complying with the NA-ECA standards.

Transport Canada will use portable fuel analyzers onboard vessels to measure the sulphur content of its fuel oil to verify compliance with the NA-ECA standard. Test results will help inspectors make informed decisions on the next enforcement steps during the course of the inspection.

Keywords:

1. Air Emissions
2. Marine Fuels
3. Regulations
4. Sulphur
5. Pollution Prevention

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Scope

- The process applies to all vessels operating in waters under Canadian jurisdiction that are using petroleum-based fuel oils, either residual or refined products.
- This process does not apply to a vessel that is:
 - using a sulphur emission control system or an alternative to petroleum-based fuels;
 - a foreign vessel powered by a propulsion boiler that was not originally designed for continued operation on marine distillate fuel or natural gas;
 - a Canadian vessel:
 - under a fleet averaging program as set out in Section 111.1 of the Regulations; or
 - exempted from Section 111 of the Regulations by a decision of the Marine Technical Review Board (MTRB); or
 - a vessel operating under a waiver issued under Regulation 3 or 4 of Annex VI to MARPOL.

Fuel Sulphur Content Verification

During an inspection of a vessel, a Marine Safety Inspector may require a sample of fuel from the engine's fuel system and perform an analysis of the fuel sample using a fuel analyzer.

Depending on the results of the analysis, the inspector may also forward the samples to an accredited laboratory to confirm compliance with the fuel oil sulphur content requirements. If the analyzer is not available, the inspector may forward the fuel sample directly to the laboratory for analysis.

The vessel's authorized representative will be informed of the analytical results. In addition, Transport Canada will share the results with industry stakeholders, other maritime administrations and the International Maritime Organization, but will make data on individual ships anonymous.