



Circular 2010/004

Revised form of Supplement to the IAPP Certificate

Date: 1 / 7 / 2010

To whom it may concern,

Marpol Annex VI and the NOx Technical Code will enter into force on 1 July 2010. Reference is made to Resolution MEPC.176(58) and Resolution MEPC.177(58).

MEPC 60 discussed a revised form of "Supplement to IAPP certificate" and there was consensus among all parties to Marpol, regarding the revised form.

According to the Marpol Convention procedures, it still will take quite some time before the revised form will enter into force.

With reference and according to MEPC.1/Circ.718, the BMI has decided that the RO's shall issue the "Revised form of supplement to IAPP certificate" at the first Periodical Survey (or occasional survey) of Marpol Annex VI on or after 1 July 2010.

In annex the revised form of Supplement to the IAPP Certificate can be found.

ir. Bart Heylbroeck
Naval Architect - Director
Belgian Maritime Inspectorate

ANNEX
REVISED FORM OF SUPPLEMENT TO INTERNATIONAL AIR POLLUTION
PREVENTION CERTIFICATE

Paragraph 2.3 of the form of Supplement to International Air Pollution Prevention Certificate, as contained in the Appendix I to the revised MARPOL Annex VI, is replaced by the following:

"2.3 Sulphur oxides (SO_x) and particulate matter (regulation 14)

2.3.1 When the ship operates outside of an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 4.50% m/m (not valid on or after 1 January 2012); or.....
- 3.50% m/m (not valid on or after 1 January 2020); or.....
- 0.50% m/m, and/or.....

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SOX emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 4.50% m/m (not valid on or after 1 January 2012); or.....
- 3.50% m/m (not valid on or after 1 January 2020); or.....
- 0.50% m/m.....

2.3.2 When the ship operates inside an Emission Control Area specified in regulation 14.3, the ship uses:

.1 fuel oil with a sulphur content as documented by bunker delivery notes that does not exceed the limit value of:

- 1.00% m/m (not valid on or after 1 January 2015); or.....
- 0.10% m/m, and/or.....

.2 an equivalent arrangement approved in accordance with regulation 4.1 as listed in 2.6 that is at least as effective in terms of SOX emission reductions as compared to using a fuel oil with a sulphur content limit value of:

- 1.00% m/m (not valid on or after 1 January 2015); or.....
- 0.10% m/m.....
