

MARINE ENVIRONMENT PROTECTION  
COMMITTEE  
72nd session  
Agenda item 11

MEPC 72/11/1  
2 February 2018  
Original: ENGLISH

**DEVELOPMENT OF MEASURES TO REDUCE RISKS OF USE AND CARRIAGE OF  
HEAVY FUEL OIL AS FUEL BY SHIPS IN ARCTIC WATERS**

**Proposal to ban heavy fuel oil use and carriage as fuel by ships in Arctic waters**

**Submitted by Finland, Germany, Iceland, the Netherlands, New Zealand, Norway,  
Sweden and the United States**

**SUMMARY**

*Executive summary:* This document contains a proposal to ban the use and carriage of heavy fuel oil (HFO) as fuel on ships in Arctic waters

*Strategic direction,  
if applicable:* 6

*Output:* 6.11

*Action to be taken:* Paragraph 7

*Related documents:* MEPC 69/20/1; MEPC 69/21, paragraphs 20.3 to 20.4; MEPC 70/17/4; MEPC 70/17/9; MEPC 70/17/11; MEPC 70/18, paragraphs 17.18 to 17.20; MEPC 71/14/4; and MEPC 71/17, paragraphs 14.12 and 14.13

**Introduction**

1 As recorded in document MEPC 71/17 paragraph 14.13.2, the Committee agreed to include a new output on "Development of measures to reduce risks of use and carriage of heavy fuel oil (HFO) as fuel by ships in Arctic waters" and "invited concrete proposals on what type of measures should be developed, including the scope of the work on the new output, to MEPC 72 for consideration with a view to giving clear instructions to PPR 6 to start the work." Accordingly, this document is submitted for the Committee's consideration.

**Proposal**

2 This proposal introduces a mandatory ban of HFO use and carriage for use as fuel by ships in Arctic waters. The ban would be mandatory for all ships to which the International Convention for Prevention of Pollution from Ships (MARPOL) applies, while operating in Arctic waters. HFO carried solely as cargo would not be subject to the ban. Certain ships could be eligible for a brief delay in implementation of the ban.

### **Implementation of the HFO ban**

3 A single HFO spill could have devastating and lasting effects on fragile Arctic marine and coastal environments. In addition, Arctic shipping is projected to continue to rise, thus increasing the risk of a spill. For these reasons, the ban on HFO should be implemented as soon as possible, and any delay in implementation of the HFO ban by eligible ships should be short-lived.

4 The co-sponsors propose that the implementation date of the ban be set for no later than the end of 2021. The mandatory global cap on marine fuel sulphur content, to be implemented in 2020, is expected to expand the range of fuels in use globally. Therefore, by 2021 it is expected that marine distillate fuels will be increasingly available and that many ships will have switched to using them.

5 Delayed implementation of the HFO ban would be available for ships that have fuel tank protections in place. Ships that comply with the structural requirements of MARPOL Annex I, regulation 12A or the Polar Code Part II-A, chapter 1, regulation 1.2.1 would be able to continue to use HFO as fuel for a short period of time after 2021, as these ships have existing fuel tank protections that reduce the risk of fuel oil spills. The co-sponsors propose that any delay in implementation of the HFO ban for eligible ships continue no longer than five years after the initial implementation date. By the final date, all ships that had been eligible for delayed implementation of the HFO ban would have to stop using or carrying for use HFO as fuel in Arctic waters. By offering the means for some ships to be eligible for a delay in implementation, Arctic communities and industries could have additional time to adjust their port and ship operations to the HFO ban. Delayed implementation for ships with fuel tank protections also provides the international shipping community with additional flexibility as an expanded range of marine fuels comes to market.

### **Scope of work at PPR**

6 This topic was defined in document MEPC 71/17 as requiring two (2) sessions of the PPR Sub-Committee to work through. The following scope of work is proposed:

- determine effective date for HFO ban in the Arctic;
- consider delayed application of HFO ban for ships with fuel tank protections; and
- draft necessary MARPOL or Polar Code amendments to require a ban of the use and carriage for use of HFO as fuel by ships operating in Arctic waters.

### **Action requested by the Committee**

7 The Committee is invited to consider this proposal for referral to the PPR Sub-Committee to take up the scope of work defined in paragraph 6.

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