DATE 11/01/2023 **MP 27**

To All Israeli and foreign flagged vessels to which MARPOL Annex VI applies, while at Israeli ports

IMPLEMENTATION OF MARPOL ANNEX VI REGULATIONS IN THE STATE OF ISRAEL

As from 23 of February 2023, The State of Israel national regulations implementing MARPOL Annex VI convention will come into force. (Port Regulations (prevention of air pollution from ships), 2022)
The new regulations prohibits the use of fuel oil with a Sulphur content of more than 0.1 0 per cent when mooring alongside port or in anchorage ports limit area —unless an EGCS is fitted.
Carrying non-compliant fuel on board as from 23 of February 2023 on ships which are not fitted with EGCS, will be subject to port State control actions.

Options to comply with the 0.50 % m/m fuel oil Sulphur limit:

i. Switch from high Sulphur fuel oil (HSFO) to a lower sulphur fuel oil of which Sulphur content must not exceed 0.50% m/m, such as marine gas oil (MGO) (sometimes called distillates) or a new type of residual fuel known as low sulphur fuel oil (LSFO) which approved by ship flag

ii. Continue to use HSFO and process air emissions through an exhaust gas cleaning system (EGCS), more commonly called “scrubber”, which must be fitted on board the ship, along with dedicated tanks to hold and treat resulting wastewater from the process

iii. Using electric shore connection – (available at Bay-port)

Fuel Oil Non-Availability Reports (FONAR)

Where compliant fuel oil cannot be obtained, despite best efforts, the master, agent or owner must immediately notify the vessel’s flag State Administration and the Competent Authority of the vessel’s next port of destination.
This notification, commonly referred to as a Fuel Oil Non-Availability Report (FONAR), must be submitted as soon as the master becomes aware that compliant fuel cannot be sourced.
The FONAR must include evidence of actions taken to obtain compliant fuel oil and show that, despite best efforts to obtain compliant fuel oil, no such fuel oil was available. Best efforts to obtain compliant fuel oil include, but are not limited to, investigating alternative sources of fuel oil before commencing the voyage and effectively planning to source fuel before arrival at the intended port of destination.
When a FONAR is submitted, the master and operator of the vessel should have a plan on what contingency measures or actions will be taken to bring the vessel into compliance. If non-compliant fuel is bunkered, only enough non-compliant fuel should be bunkered to facilitate arrival at the next port where compliant fuel can be taken on board.
Where a FONAR is relied upon, a copy must be retained on board the vessel for inspection by Port State Control Officers (PSCO’s) for at least 36 months.
The Israeli administration has approved the FONAR format contained in Appendix 1 of the 2019 Guidelines for consistent implementation of the 0.50% Sulphur limit under MARPOL Annex VI (resolution MEPC.320(74)).
A FONAR template is available on the Israeli administration website for use for all vessels unable to obtain Sulphur compliant fuel oil.
For Israeli flagged vessels unable to obtain compliant fuel oil where the next port of destination is

not an Israeli port, please use the FONAR template provided by the next port of destination. A copy of this FONAR must be sent to the Israeli administration by email, with the vessel name included in the email title, to techni@mot.gov.il .

Bunker Delivery Note and representative fuel oil sample

Fuel oil suppliers must provide all vessels of 400 gross tonnage and above with a Bunker Delivery Note (BDN) and a representative sample with each fuel oil delivery.
The BDN must include at least the information specified in Appendix V to MARPOL Annex VI, which includes the Sulphur content of the delivered fuel. The BDN must be kept on board the vessel for a period of at least three years and made available for inspection when requested.
The representative fuel sample must be sealed and signed by both a representative of the fuel oil supplier and the master or officer in charge of bunker operations on the vessel. The sample must be kept on board the vessel until the fuel oil has been substantially consumed, but in any case, for at least 12 months, and must be made available to a PSCO for inspection and/or testing upon request.

Approved fuel oil supplier by the Israeli Administration of Shipping & Ports is – Island Petroleum Limited – Haifa Israel. Tel- + 97248314942 Email - bunkers@island-petroleum.com .
A sample of bunker delivery note / receipt is attached as Annex 2 to this document.
The above approved supplier can supply the following marine fuels – 0.1 m/m or – 0.5 m/m only.
The bunkering can be carried out in Haifa port, Ashdod port and Ashkelon port limit area only.

Compliance and enforcement

The state of Israel approach to compliance and enforcement of the Sulphur limit and associated carriage ban will be in line with Israeli administration existing port State control (PSC) regime and will take into account the 2019 Guidelines for port State control under MARPOL Annex VI, Chapter 3 (resolution MEPC.321(74)).
Vessels that are found to be non-compliant may also be subject to detention, refused access or granted conditional entry to Israeli ports in line with administration existing PSC policy.

Use of Exhaust Gas Cleaning Systems in Israeli Waters - reporting requirements.

From 1 January 2020, the Sulphur content of fuel oil used for propulsion or operation on board a vessel must not exceed 0.50 per cent m/m. (see annex vi Israeli regulation no - 21
The EGCS must be approved by the vessel's flag State, or a recognized organization appointed by the flag State. The EGCS must also be operated in accordance with IMO requirements, including the IMO 2015 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.259(68)).
Crew members must be properly trained in the use of the EGCS and the system must be kept in good working order, with maintenance up to date and monitoring devices fully operational. The EGCS approval documents, as well as operational and maintenance records for the EGCS must be maintained on board the vessel and made available for inspection upon Port State Control Officer (PSCO) request.
The master, owner or operator of any vessel to which regulations of Annex VI applies, are requested to notify the Israeli administration upon first arrival to an Israeli port, soon after "finish with engine" (FWE), and to report the following information attached as Annex 1 to this document to: techni@mot.gov.il
As from 23 of February 2023 any ships which do not comply with the above requirement, may be subject to port State control actions.
Ship agents are strongly requested to forward this information to all ship owners and ship masters.

Discharging of EGCS Wash water

Discharging of wash water from open loop mode EGC systems (Scrubber) is prohibited when ship is berthing alongside in any Israeli port, including ports anchorage area.

EGCS malfunctions

If there is an EGCS malfunction, action must be taken as soon as possible to identify and remedy the malfunction. Any EGCS malfunction that lasts more than one hour, or repetitive malfunctions, should be reported to the flag State Administration and Competent Authority of the port State of the vessel's destination. The report should include an explanation of the steps that are being taken to address the failure.

If the vessel's EGCS cannot be returned to a compliant condition within one hour, the vessel must then change over to compliant fuel oil. If the vessel does not have sufficient compliant fuel oil to reach the next port of destination, the vessel will need to make a report to the relevant authorities, including the vessel's flag State Administration and the Competent Authority for the next port of destination. The report must outline the vessel's proposed course of action which might include bunkering compliant fuel oil at the next port or carrying out repair works.

Where this occurs on Foreign Vessel within Israeli waters, this report should be sent to- techni@mot.gov.il

EGCS Residue

Residues generated by the EGC unit should be delivered ashore to adequate reception facilities. Such residues should not be discharged into the sea or incinerated onboard.

Each ship fitted with an EGC unit should record the storage and disposal of EGCS residues in an EGC log, including the date, time and location of such storage and disposal. The EGC log may form a part of an existing log-book or electronic recording system as approved by the ship flag Administration.

Fuel Oil Changeover Plan

Written procedures must be developed for timely changing over between separate fuel oils. They should:

- Address safety issues, including whether it is appropriate to change to Low Sulphur Fuel Oil (LSFO) with the engine room unmanned (if applicable);
- Ensure that adequate quantities of ready-to-use fuel oil for engines and boilers used for propulsion and generating plant remain continuously available during any changeover procedures;
- Confirm with engine and equipment manufacturers that main and auxiliary engines, and associated fuel treatment equipment are suitable for use of the intended fuel oil;
- Implement a procedure on board the ship to check the compatibility of the different fuels to be used for the changeover dilution process. This may be by using a compatibility spot test kit onboard or, preferably, by sending samples of the two fuels to an independent testing service;
- Seek approval from the vessel's RO for any proposed changes to piping systems, drawings, or fuel storage arrangements that are planned to accommodate the use of LSFO onboard; or
- Information on coastal State emission requirements, including any regional or local mandates.
- For Israeli flag vessels engaged in international voyage an existence of such plan will be check by the flag surveyor

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Shipboard incineration.

Incineration of any substances while the ship is alongside in the port is prohibited.

Exemptions

1 Private Israeli yacht with engine power above 130 kw operating in costal water of the State of Israel are exempted from the requirements of Annex VI chapter 3 regulation 13 1.2.2.

2 Any other Israeli vessels with engine power above 130 KW operating along Israeli coast, internal water area, between Israeli ports, and in / or Israeli economic zone, are exempted from all the requirements of Annex VI chapter 3 regulation 13 1.2.2.

3 For any Private Israeli flag vessels or other Israeli flag vessels with engine power above 130 kw intended to sail on international voyage – must meet all the requirements of Annex VI

4 Any marine diesel engine intended to be uses only in emergency conditions.

For any further questions please contact the Israeli administration email – techni@mot.gov.il

This notice is issued as general guidance only and should be read in conjunction with MARPOL Annex VI and the National Regulations implementing it.

This shipping notice revokes shipping notices no- G 14, MP 22

You are kindly requested to update your shipping notice folder

Yohana Yosef

Head of Shipping & ports Inspectorate:

ANNEX 1

AIR POLLUTION REPORT SURVEY (2023)

General Details

Date	
PORT of call	Haifa / Ashdod / Ashqelon/ Hedera / Eilat
Name of Ship	
IMO No.	
Type of Ship	
Keel Lay Date	
GRT / DWT (tankers)	
Flag / Classification Society (RO)	/
Duration of stay / expected stay in Port	(hrs.)

Machinery Details

Main Propulsion Engines	No. of Engines	1 / 2 / 3 / 4/ diesel electric system
	Total Power	(Kw)
	Compliant with Nox. Reg. *see supplement to the IAPP Certificate par. 2.2.1 (9-11)	Tier I / Tier II / Tier III / Not Compliant
	Approved Method installed *see supplement to the IAPP Certificate par. 2.2.1 (12-14)	Y / N / Not Available
	Type of Fuel Used	HFO (S 0.5%) / DO (S 0.1%) / LNG / BIO FUEL / High Sulphur HFO with EGCS (scrubber)
Auxiliary Engines (Generators)	No. of Engines	1 / 2 / 3 / 4 / 5 / 6
	Total Power	(Kw)
	Compliant with Nox. Reg. *see supplement to the IAPP Certificate par. 2.2.1 (9-11)	Tier I / Tier II / Tier III / Not Compliant
	Fuel consumption in port	(ton/hr.)
	Type of Fuel Used	HFO (S 0.5%) / DO (S 0.1%) / LNG / BIO FUEL / High Sulphur HFO with EGCS (scrubber)
Boiler	Total Power	(Kw)
	Fuel consumption in port	(ton/hr.)
	Type of Fuel Used	HFO (S 0.5%) / DO (S 0.1%) / LNG / BIO FUEL / High Sulphur HFO with EGCS (scrubber)

Fuel consumption	Total Fuel consumption (from EOP - to COP)	(ton)

Incinerator (MARPOL VI/16)	Incinerator o/b Compliant with IMO Resolution *see supplement to the IAPP Certificate par. 2.5	76(40) * / 244(66) / 59(33) */ Not installed

EGCS (scrubber) (MARPOL VI/4)	EGCS Available for *see supplement to the IAPP Certificate par. 2.6	ME / AUX. ENG. / BOILER / Not Installed
	Sulphur Content of Fuel used in port (S% in BDN)	% (m/m)
	Type of Wash Water System	OPEN / CLOSED / HYBRID

SHORE CONNECTION Capabilities (6.6 Kv) / COLD IRONING *Mark only if ship can connect without using generator	Y / N

ENERGY EFFICIENCY	Attained EEDI Value *see supplement to the IEEC Certificate par.3.1	Exempt / (gr CO2 / Tonne-Mile)
	Required EEDI Value *see supplement to the IEEC Certificate par.4.1	Exempt / (gr CO2 / Tonne-Mile)

Oil / Gas / Chemical TANKERS (MARPOL VI/15)	Vapour Collection System Installed (MSC Cir. 585)	Y / N
	O/B Vapour processing unit Installed (MSC Cir. 585)	Y / N
	IGS (Fuel burning Inert Gas System) - Installed	Y / N
	Is there VOC plan approved by RO or flag administration	Y/N

TOTAL	F.O 0.5 remain o. b	F.O 0.1 remain on board	F.O > 0.5 remain on board

Annex 2

Date .....

Code .....

Island Petroleum

Bunker Delivery Note / Receipt *

IMO

Delivered to ..... on instructions and charge of

Messrs ..... as well as the owners &/or managers

&/or charterers &/or operators (together "Buyers") at ..... in accordance to

Island Petroleum Limited Standard Terms and Conditions of Sale.

MARINE GAS OIL 0.1%
QUANTITY DELIVERED: ..... LITERS, EQUIVALENT TO ..... METRIC TONS.

VLSFO 0.5%
QUANTITY DELIVERED: ..... LITERS, EQUIVALENT TO ..... METRIC TONS.

HSFO 3.5%
QUANTITY DELIVERED: ..... LITERS, EQUIVALENT TO ..... METRIC TONS.

BLENDED FUEL OIL CST-
QUANTITY DELIVERED: ..... LITERS, EQUIVALENT TO ..... METRIC TONS.

BUNKER SPECIFICATIONS:		FUEL OIL	GAS OIL
DENSITY AT 15°C	(kg/m³)		
VISCOSITY AT 40°/50°C AVERAGE	(cst)		
VOLUME CORRECTION FACTOR			
FLASH POINT	(°C)		
SULPHUR CONTENT	(% m /m)		

RECEIVER'S SAMPLE NUMBERS		
	MGO 0.1%	VLSFO 0.5%
COMMERCIAL		
MARPOL		

SUPPLIER'S SAMPLE NUMBERS		
	MGO 0.1%	VLSFO 0.5%
COMMERCIAL		
MARPOL		

	YES	NO
• Ship's staff was invited to witness the taking and sealing of the representative samples	☐	☐
• Representative samples of the product(s) delivered, passed onto ships staff	☐	☐

- The product(s) supplied is in conformity with regulation 18(3) of MARPOL 73/78 Annex VI. The sulphur content does not exceed: ☐ 3.50% m/m or 0.50% m/m (delete as appropriate) as per the limit value in regulation 14.1 of MARPOL Annex VI; ☐ 0.10 m/m as per the limit value in regulation 14.4 of MARPOL Annex VI; or ☐ the Buyer's specified limit value of (% m/m)
- Delivery of the product(s) has been effected according to Island Petroleum Limited Standard Terms and Conditions of Sale which can be found at http://www.island-oil.com/page.php?pageID=71
- The above quantities have been delivered to the Buyers for which they hereby acknowledge receipt in good order.
- The above product(s) were received by the Vessel without any dispute on quantity or quality.
- Island Petroleum Limited retains title to all products supplied until it receives full settlement of its invoice(s). It is agreed that until such time the products delivered shall not be consumed.
- Island Petroleum Limited has a maritime lien over the Vessel and no disclaimer stamp will be accepted or can alter, limit or waive such maritime lien.
- The registered owners of the Vessel are liable, jointly and severally with any other party liable, for the full and timely payment of these bunkers to Island Petroleum Limited.

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For the Buyer's Vessel & the Stamp & Signature

By: .....

Position: .....

.....
Supplier's Representative Stamp & Signature

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