



SHIP SAFETY BULLETIN

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Subject: Implementation of the International Maritime Organization’s (IMO) Prohibition on the use and carriage for use as fuel of heavy fuel oil (HFO) by ships in Canadian Arctic waters

Scope

This bulletin applies to all vessels operating within Canadian Arctic waters, except vessels engaged in:

- securing the safety of ships
- search and rescue operations, or
- preparing for, or responding to, oil spills.

Purpose

This bulletin explains:

- the requirements of the International Maritime Organization’s prohibition on the use and carriage for use of heavy fuel oil by ships in Canadian Arctic waters, and
- how eligible vessels can apply for a waiver from the requirements through to July 1, 2026.

What you need to know

The International Maritime Organization has adopted the prohibition on the use and carriage for use as fuel of heavy fuel oil for vessels in Arctic waters. This includes Canadian Arctic waters, and was created to protect the Arctic from oil spills.

Depending on the characteristics of a vessel, the ban comes into effect on either:

Keywords:

- 1 Heavy fuel oil prohibition
- 2 Marine resupply voyages
- 3 Arctic waters
- 4 MARPOL Annex I

Questions concerning this Bulletin should be addressed to:

AMSKG	Transport Canada
Tower C, Place de Ville	Marine Safety and Security
	10th Floor, 330 Sparks Street

Contact us at: marinesafety-securitemaritime@tc.gc.ca or 1-855-859-3123 (Toll Free).



- July 1, 2024 (for most vessels), or
- July 1, 2029 (for vessels where regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code apply).

Certain vessels on certain operations may be able to ask for an extension from these requirements through to July 1, 2026.

Requirements

Requirements for all vessels operating in Canadian Arctic waters

Before entering Arctic waters, you must report to the Canadian Coast Guard's Marine Communications and Traffic Services Centre the required *Northern Canada Vessel Traffic Services Zones Regulations* (NORDREG) vessel and voyage parameters, including the type(s) of fuel(s) for use and carriage as cargo on board the vessel.

Requirements for vessels where regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code does not apply

These vessels must comply with the prohibition by July 1, 2024.

Canadian vessels that are engaged in marine resupply voyages for at least 75% of their annual voyages can apply to Transport Canada's Marine Technical Review Board (MTRB) for a temporary 2-year exemption from the requirements. This means these vessels will have until July 1, 2026 to comply with the ban.

If a Canadian vessel is granted a temporary exemption under the MTRB, they must ensure a copy of the decision is retained onboard the vessel for the duration of the decision's validity.

Requirements for vessels where regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code does apply

These vessels must have a copy of their International Oil Pollution Prevention Certificate, Form A onboard at all times to prove that they meet the requirements of regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code. These are exempt from the prohibition until July 1, 2029.

Canadian vessels constructed before the effective dates of the requirements of regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code but which do meet the oil tank design standards of regulation 12A of Annex I or regulation 1.2.1 of chapter 1 of part II-A of the Polar Code have the option to comply as of July 1, 2029, provided they apply for a temporary exemption through Transport Canada's Marine Technical Review Board to prove they meet the equivalent level of tank protection.