

ΕΞΕΤΑΣΤΙΚΗ ΠΕΡΙΟΔΟΣ ΙΟΥΝΙΟΥ 2022  
ΜΑΘΗΜΑ ΝΑΥΤΙΚΑ ΑΓΓΛΙΚΑ VI (ΣΤ ΕΞΑΜΗΝΟΥ)  
ΘΕΜΑΤΑ

Exercise 1 Match the words to create collocations (1 point)

- |                |                       |
|----------------|-----------------------|
| A. prevailing  | 1. directives         |
| B. force       | 2. a criminal offence |
| C. EU          | 3. a convention       |
| D. energy      | 4. efficient          |
| E. signatory   | 5. effects            |
| F. domestic    | 6. state              |
| G. detrimental | 7. waste              |
| H. impose      | 8. a fine             |
| I. ratify      | 9. circumstances      |
| J. constitute  | 10. majeure           |

Exercise 2. Match the two parts to make full sentences. (2 points)

- |  |   |
|--|---|
| 1. UN number is a four digit number that ...       | A. belongs to IMO IMDG class 8                      |
| 2. An infectious substance ...                     | B. is regulated in MARPOL 73/78 Annex I.            |
| 3. Garbage disposal ...                            | C. is regulated in MARPOL Annex V.                  |
| 4. Cement, solid bulk cargo Group C, ...           | D. can uniquely identify hazardous goods.           |
| 5. Nitrogen, IMDG hazard class 2.2., ....          | E. may shift when aerated during loading.           |
| 6. Sewage treatment ...                            | F. is regulated in MARPOL 73/78 Annex IV.           |
| 7. Soot ...  | G. may come out of the vessel's funnel.             |
| 8. A corrosive substance ...                       | H. belongs to IMO IMDG class 6.                     |
| 9. Cargo dust of sand and fine particle cargoes... | I. is a nonflammable compressed gas.                |
| 10. Bilge water management ...                     | J. is one of the risks of Class C solid bulk cargo. |

Exercise 3 What is the correct choice (A, B or C)? (3 points)

- |   |                          |                  |                       |
|---|--------------------------|------------------|-----------------------|
| <ul style="list-style-type: none"><li>• In Dangerous Goods Emergency Response, you must cover the contaminated goods with ...(1)....</li><li>• When a container vessel operates at a relatively low speed to reduce fuel costs, increasing traveling time and having a good ton of cargo per ton of fuel ratio, this is called ...(2)...</li><li>• The acronym AMVER stands for automated ...(3)... assistance vessel rescue system. IMO has ...(4)... AMVER.</li><li>• Under MARPOL, port State control officers may at any time carry out an inspection when there are clear ...(5)... for believing that the Master or crew are not familiar with their obligations.</li><li>• After a Port State Control Inspection Steps must be taken to ...(6)... the deficiencies found.</li><li>• After multiple ...(7), it is possible that a vessel is ...(8)... from the ports of the Memorandum for a minimum period.</li><li>• The ...(9)... Convention restricts all dumping and regulates incineration and anti-fouling coatings.</li><li>• As per IMSBC code, carrying nickel ore (Group A cargo) poses the risk of ...(10)...</li><li>• The IMDG code identifies cargoes by the ...(11)... . The Code is a comprehensive ...(12)... framework for the ...(13)... of dangerous goods according to the risk they pose when they are transported.. Dangerous goods are substances of all three ...(14)... as well as ...(15)....</li></ul> | 1. A. tarpaulin          | B. scoops        | C. dressing           |
|   | 2. A. fuel sailing       | B. slow steaming | C. green shipping     |
|   | 3. A. marine             | B. mutual        | C. monitored          |
|   | 4. A. advocated          | B. endorsed      | C. prescribed         |
|   | 5. A. causes             | B. grounds       | C. reasons            |
|   | 6. A. reclaim            | B. rectify       | C. modify             |
|   | 7. A. detentions         | B. retentions    | C. exemptions         |
|   | 8. A. fined              | B. prohibited    | C. banned             |
|   | 9. A. CLC                | B. London        | C. Fund               |
|   | 10. A. toxic gas release | B. liquefaction  | C. tank overstressing |
|   | 11. A. VRP               | B. PSN           | C. PSSA               |
|   | 12. A. legal             | B. regulatory    | C. indemnity          |
|   | 13. A. classification    | B. division      | C. consensus          |
|   | 14. A. states            | B. types         | C. conditions         |
|   | 15. A. products          | B. commodities   | C. articles           |

## Bunker delivery note amendments enter into force as sulphur 2020 requirement looms\*

\*Briefing: 07/01/2019 <http://www.imo.org/en/MediaCentre/PressBriefings/Pages/01-MARPOLamendments01012019.aspx>

Amendments to the bunker delivery note relating to the supply of marine fuel oil to ships which have fitted alternative mechanisms to address sulphur emission requirements entered into force on 1 January 2019.

The amendment enters into force as the shipping industry counts down to 1 January 2020, when the limit for sulphur in fuel oil will be reduced to 0.50% m/m outside emission control areas (ECAs), from 3.5% currently. The new limit under IMO's MARPOL treaty will have significant benefits for the environment and human health. In ECAs, the limit will remain at 0.10% m/m.

The amendments to Appendix V of MARPOL Annex VI are intended to address situations where the fuel oil supplied does not meet low sulphur requirements, but has been supplied to a ship which is using an alternative compliance method permitted under regulation 4 of MARPOL Annex VI ("Equivalent") to reduce the sulphur oxide emissions of the ship in order to comply with MARPOL requirements. An equivalent means may be abatement technology such as an exhaust gas cleaning system ("scrubber"), if accepted by the flag State of a ship as an alternative means to meet the sulphur limit requirement.

The bunker delivery note shall include a declaration signed and certified by the fuel oil supplier's representative that the fuel oil supplied is in conformity with regulation 18.3 of MARPOL Annex VI and that the sulphur content of the fuel oil supplied does not exceed:

- the limit outside ECAs and the limit in emission control areas,
- the purchaser's specified limit value, on the basis of the purchaser's notification that the fuel oil is intended to be used: (1) in combination with an equivalent means of compliance; or (2) is subject to a relevant exemption for a ship to conduct trials for sulphur oxides emission reduction and control technology research.

The four established ECAs: the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the US and Canada); and the United States Caribbean Sea area (around Puerto Rico and the United States Virgin Islands).

In October 2018, IMO's Marine Environment Protection Committee (MEPC) adopted a further amendment to MARPOL Annex VI, which will prohibit the carriage of non-compliant fuel oil for combustion purposes for propulsion or operation on board a ship - unless the ship has an equivalent compliance method. This amendment is expected to enter into force on 1 March 2020, and will (among other things) amend the form of the International Air Pollution Prevention Certificate (IAPP Certificate), so that it specifies that, for a ship without an approved equivalent arrangement, the sulphur content of fuel oil carried for use on board the ship shall not exceed 0.50% m/m as documented by bunker delivery note.

Give short answers to the following questions:

1. When will the form of the IAPP Certificate be modified?
2. What is currently the limit of fuel oil sulphur content in the Mediterranean Sea?
3. What is an "Equivalent" as per regulation 4 of MARPOL Annex VI?
4. What will the limit of fuel oil sulphur content be in the North Sea from 1 January 2020?
5. Why was the bunker delivery note amended in Jan 2019?

Exercise 2 Fill in the missing words. Use the words in the box. There are extra words. (2)

individual, declare, chemicals, eliminate, grain, harmonized, ensuring,  
moisture, aviation, conducted, determine, corrosion, volatile, stringent

- The 2017 set of amendments to the International Maritime Solid Bulk Cargoes Code (IMSBC Code) cargoes entered into force on 1 January 2019. The amendments include requirements for the shipper to ....(1)... whether or not a solid bulk cargo, other than ...(2)..., is harmful to the marine environment. Other amendments include updated carriage requirements for a number of specific cargoes highlighting the responsibility of the shipper for ...(3)... that a test to ...(4)... the transportable ....(5)... limit of a solid bulk cargo is ....(6)....
- The Qualified ...(7)... is a requirement after OPA 90.
- The mission of Paris MoU is to ...(8)... the operation of sub-standard ships through a ...(9)... system of inspections.
- Shipping is a more environmentally friendly mode of transport compared to ...(10)....

Total: 10 points,

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