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Republic of Latvia

Cabinet

Regulation No. 801

Adopted 26 September 2006

Regulations Regarding Sulphur Content Restrictions for Certain Types of Liquid Fuel

*Issued pursuant to
Section 11, Paragraph two, Clauses 1, 14, 15 and 16
of the Law on Pollution
and Section 7, Paragraphs one and two of
the Law On Conformity Assessment*

I. General Provisions

1. These Regulations prescribe:

1.1 procedures by which the emission of sulphur dioxide from stationary air pollution sources shall be prevented, restricted and controlled;

1.2. types of liquid fuel with increased sulphur content, which are prohibited to be released for free circulation or sold;

1.3. environmental quality standards for equipment and certain types of vessels, that utilise liquid fuel containing sulphur;

1.4. utilisation of experimental and innovative emission abatement technology in vessels; and

1.5. the institution, which shall carry out supervision of the fuel market (including marine fuel), as well as the supervision mechanism for these regulations.

2. Terms used in these Regulations:

2.1. **passenger ship** – a vessel, that transports more than 12 passengers (any person, other than the master, the members of the ship's crew or other persons, who are employed or engaged in work on the vessel on the business of the vessel, and children under one year of age);

2.2. **regular carriage** – series of crossings by a passenger ship that ensures traffic between two or more ports, or sea voyages that start and finish in one and the same port, without intermediate calls, if the referred to carriages and voyages take place:

2.2.1. in accordance with a publicly available timetable;

2.2.2. frequently and regularly, creating a specific schedule;

2.3. **a berthed ship** – a securely anchored or moored vessel, while it is being loaded or unloaded with freight or it is being used as a hotel, including the time that is not related to freight operations (loading and unloading);

2.4. **inland waterways ship** – a vessel that is intended for use in inland waters and which has a dead-weight tonnage of 15 tonnes or more, a vessel that is not intended for the carriage of freight and the displacement of which is 15 cubic metres or more, as well as a tug

or a pusher, including those with a displacement of less than 15 cubic metres, if they have been built in order to tug, push or transport vessels coupled at the side, except for:

- 2.4.1. passenger ships;
- 2.4.2. ferries;
- 2.4.3. floating equipment;
- 2.4.4. floating constructions and floating systems (including those that are transported from one location to another);
- 2.4.5. recreational craft;
- 2.4.6. vessels engaged in State service (including fire-fighting and rescue service vessels, used by the military service);
- 2.4.7. sea-going vessels – together with sea-going tugs and pushers that operate in tidal waters or temporarily on inland waterways, if they have a valid ship certificate; and
- 2.4.8. tugs and pushers with a displacement of less than 15 cubic metres and which have been built to tow, push or relocate vessels with a displacement of less than 15 cubic metres;

2.5. **emission abatement technology** – an exhaust gas cleaning system or any other technological method that is verifiable and can be implemented; and

2.6. **warship** – a ship that belongs to the National Armed Forces and which possesses external identifying insignia that identify the vessel according to the nationality thereof. This type of vessel is under the command of an officer, who is in the service of the respective state, the officer's name is indicated in the respective military service list, and the ship's crew is subject to regular armed forces discipline.

3. These regulations shall apply to the following types of liquid fuel:

3.1. fuel oil – any petroleum-derived liquid fuel (except for marine fuel), to which the Combined Nomenclature codes from No. 27101951 to 27101969 apply, as well as all the types of petroleum-derived liquid fuel (except for diesel oil (gas oil), marine diesel oil and marine gas oil), that according to distillation criteria belong to the fuel oil group that is used as fuel and that distils by less than 65% by volume at 250°C, including losses. Distillation criteria shall be determined in accordance with the 1976 publication by the American Society for Testing and Materials on the quality standards and technical specifications (hereinafter – the ASTM D86 method) for petroleum products and lubricants. If the distillation criteria cannot be determined by the ASTM D86 method, the petroleum-derived products shall be classified in the same manner as fuel oil;

3.2. diesel oil (gas oil) – any petroleum-derived liquid fuel (except for marine fuel), to which the Combined Nomenclature codes 27101925, 27101929 or 27101945, or 27101949 apply, as well as all types of petroleum-derived liquid fuel (except for marine fuel), that at 250°C distils by less than 65% by volume, including losses, but at 350°C - by at least 85% by volume, including losses. Distillation criteria are determined by the ASTM D86 method;

3.3. marine fuel – any petroleum-derived liquid fuel intended for use or in use on board a vessel, including those fuels defined in Standard LVS ISO 8217:2006 *Petroleum products – Fuels (class F) – Specifications of marine fuels*;

3.4. marine diesel oil – any marine fuel which has a viscosity or density that complies with the requirements specified in Annex 1 to these Regulations regarding DMB and DMC fuel categories; and

3.5. marine gas oil – any marine fuel which has a viscosity or density that complies with the requirements specified in Annex 1 to these Regulations regarding DMX and DMA fuel categories.

4. These Regulations shall not apply to:

- 4.1. diesel oil, specified in the regulatory enactments, which regulate the conformity assessment of petrol and diesel oil;
- 4.2. fuels, which are used in non-road mobile machinery and in the internal combustion engines of agricultural tractors;
- 4.3. fuels intended for the purposes of research and testing;
- 4.4. fuels used by warships and other vessels on military service (the Ministry of Defence can determine the requirements for the utilisation of the fuels referred to in these Regulations in the relevant vessels, if this does not impair the operation or technical capabilities of such ships);
- 4.5. any use of fuels for the specific purpose – securing the safety of a ship or saving life at sea;
- 4.6. any use of fuels in a ship necessitated by damage sustained to it or its equipment, provided that all reasonable measures are taken after the occurrence of the damage to prevent or minimise excess air polluting emissions and that measures are taken in order to repair the damage as soon as possible. This shall not apply if the owner or master acted either with intent to cause damage, or recklessly;
- 4.7. fuels used on board vessels employing European Commission approved emission abatement technologies in accordance with Regulation (EC) No. 2099/2002 of the European Parliament and of the Council of 5 November 2002 establishing a Committee on Safe Seas and the Prevention of Pollution from Ships (COSS) and amending the Regulations on maritime safety and the prevention of pollution from ships;
- 4.8. fuels intended for processing prior to final combustion; and
- 4.9. fuels to be processed in the refining industry.

II. Conditions for the Use of Fuel Oil

5. It is prohibited to use fuel oil, which has a sulphur content greater than 1% by mass, except for the cases provided for in Paragraph 6 of these Regulations.
6. Restrictions on the sulphur content of fuel oil do not apply to the following installations that have received Category A or B permit for performing polluting activities referred to in the Law on Pollution, if due to the sulphur dioxide emission the air quality standards are not exceeded:
 - 6.1. the combustion plants with a nominal thermal input equal to or greater than 50 MW referred to in Paragraph 2 of Cabinet Regulation No. 379 of 20 August 2002, Procedures for the Prevention, Restriction and Control of the Emission of Air Pollutants from Stationary Air Pollution Sources, if the sulphur dioxide emission does not exceed the prescribed emission limit values referred to in Annex 1, 2 and 3 to the referred to Regulations;
 - 6.2. plants where the sulphur dioxide emission does not exceed 1700 mg/, with an oxygen content of 3% by volume, calculated on the dry flue gases, with the exception of the plants referred to in Sub-paragraph 6.1 of these Regulations; and
 - 6.3. in refineries, where the monthly average of emissions of sulphur dioxide averaged over all plants of the refinery (except for the combustion plants which fall under the scope of Sub-paragraph 6.1 of these Regulations) irrespective of the type of fuel or fuel combination used do not exceed 1700 mg/m³.
7. A merchant, which releases for free circulation or sells fuel oil, which has a sulphur content greater than 1% by mass, shall submit by 1 April of the current year to the Latvian Environment, Geology and Meteorology Agency information regarding the quantity of fuel

oil imported for released for free circulation or sold during the previous year, in accordance with Annex 2 to these Regulations.

8. The operator shall be responsible for the observance of the conditions specified in Paragraphs 5 and 6 of these Regulations, but control shall be performed by the respective regional environmental board of the State Environmental Service. Information regarding examinations performed in the previous year and their results shall be submitted to the Latvian Environment, Geology and Meteorology Agency by the regional environmental board of the State Environmental Service until 1 April of the current year. The operator at least once every six months (twice a year) shall take fuel oil samples, perform analyses thereof at an accredited laboratory and send the results of the analyses to the relevant regional environmental board of the State Environmental Service.

9. Until the realisation of an investment project as regards the improvement of energy efficiency or transition to another fuel, Paragraph 5 of these Regulations shall not be applicable to existing combustion plants, which until 1 May 2004 did not have the technological possibility to use another fuel instead of fuel oil, or another fuel did not ensure the necessary power of the plant, if the operator has submitted to the relevant regional environmental board of the State Environmental Service:

9.1. a submission regarding the conformity of the plant with the conditions of this Paragraph – until 31 May 2004; and

9.2. an action programme for improving energy efficiency or for transition to another fuel, in order to implement the conditions of Paragraph 5 of these Regulations, - until 31 July 2004.

10. When updating an action programme, it is not permitted to extend the time period for transition to another form of fuel or the time period for improving energy efficiency, except for the cases, where the operator is implementing the project with European Union co-financing and receipt of the finances has been delayed due to the circumstances beyond the control of the operator.

11. In the time period, when the exception referred to in Paragraph 10 of these Regulations in relation to the requirements provided for in Paragraph 5 of these Regulations applies to a plant, the operator need not perform the sampling and analysis referred to in Paragraph 8 of these Regulations.

12. Each year the Latvian Environment, Geology and Meteorology Agency shall compile information regarding the quantity of fuel oil combusted by stationary plants, in which the sulphur content exceeded 1% by mass, and regarding the criteria that characterise emission.

III. Conditions for the Use and Market Supervision of Diesel Oil (Gas Oil)

13. A merchant is prohibited from releasing for free circulation or selling diesel oil (gas oil), in which the sulphur content:

13.1. exceeds 0.20% by mass, - until 31 December 2007; and

13.2. exceeds 0.10% by mass, - from 1 January 2008.

14. An importer of diesel oil (gas oil) shall certify the compliance of the diesel oil (gas oil) with the conditions of this Regulation with a conformity certificate, which has been issued by a certification agency, which has been accredited at the State Agency Latvian National

Accreditation Bureau in accordance with the standard LVS EN 45011:2004, *General Requirements for Bodies Operating Product Certification Systems*, or by a notified body of another European Union Member State, regarding which the Ministry of Economics has published a notification in the newspaper “*Latvijas Vēstnesis*” [the official Gazette of the Government of Latvia]. The conformity certificate shall be issued, based on the test report issued by a laboratory accredited at the State Agency Latvian National Accreditation Bureau pursuant to the standard LVS EN ISO/IEC 17025:2005, *General Requirements for the Competence of Testing and Calibration Laboratories*, or by a notified body of another Member State regarding which the Ministry of Economics has published a notification in the newspaper “*Latvijas Vēstnesis*”.

15. A diesel oil (gas oil) supplier, which wishes to sell diesel oil (gas oil) produced in the Member States of the European Union in Latvia, shall certify the diesel oil (gas oil) conformity with the requirements of these Regulations with a conformity certificate. A test report on the diesel oil (gas oil) issued by the testing laboratory shall be attached to the certificate.

16. The State Revenue Service shall supervise the diesel oil (gas oil) market, and at least twice a year shall ensure the sampling of the diesel oil (gas oil) of every merchant which sells diesel oil (gas oil). Until 1 April of the current year the State Revenue Service shall submit to the Latvian Environment, Geology and Meteorology Agency information regarding:

16.1 the quantity of diesel oil (gas oil) sold (marketed) in the market in the previous year; and

16.2. the results of the diesel oil (gas oil) quality conformity examination tests performed in the previous year according to Annex 3 to these Regulations.

IV. Conditions for the Use and Market Supervision of Marine Fuel

17. Vessels within the territorial seas and exclusive economic zone of Latvia are prohibited from using marine gas oil, which has a sulphur content that:

17.1. exceeds 0.20% by mass, - until 31 December 2007; and

17.2. exceeds 0.10% by mass, - from 1 January 2008.

18. Vessels within the territorial seas and exclusive economic zone of Latvia are prohibited from using marine fuel, which has a sulphur content greater than 1.5% by mass.

19. As of 11 August 2007 vessels under the Latvian flag are prohibited from utilising marine fuel, which has a sulphur content greater than 1.5% by mass (except for the case, if the SO_x Emission Control Area designation for the North Sea region enters into effect sooner in accordance with the requirements of the International Maritime Organisation), in the North Sea region.

20. Vessels under the Latvian flag in seas and ports which have been determined by the International Maritime Organisation as SO_x Emission Control Areas, are prohibited from using marine fuel, which has a sulphur content greater than 1.5% by mass.

21. Passenger ships that perform regular services to or from any port of a Member State of the European Union, are prohibited from using marine fuel, which has a sulphur content greater than 1.5% by mass, while in the territorial seas and exclusive economic zone of Latvia.

22. Inland waterway vessels and vessels that are anchored, moored or fastened in some other way in Latvian ports (allowing sufficient time for the crew to perform any necessary fuel-changeover operation as soon as possible after arrival at berth and as late as possible before departure), as of 1 January 2010 are prohibited from using marine fuel, which has a sulphur content greater than 0.10% by mass, except for:

22.1. vessels, which according to the published timetables, are due to be in port or be at berth for less than two hours;

22.2 inland waterway vessels that carry a certificate proving conformity with the International Convention for the Safety of Life at Sea (*SOLAS*) (as amended), 1974, or equivalent requirements – while they are in the territorial seas and exclusive economic zone of Latvia; and

22.3. vessels, which switch off all engines and use shore-side electricity while at berth in ports.

23. A merchant is prohibited from releasing for free circulation or selling marine diesel oil (gas oil), in which the sulphur content exceeds 1.5% by mass.

24. Starting from 1 January 2010, a merchant is prohibited from releasing for free circulation or selling marine gas oil, in which the sulphur content exceeds 0.10% by mass.

25. Upon a vessel entering a Latvian port, the master shall have ensured that the relevant entries have been entered in the ship's logbook, including regarding the vessel's fuel-changeover operations, by registering the fuel with low sulphur content in every tank, as well as the day, time and location of the vessel at the moment, when the fuel-changeover operation was completed.

26. For marine fuel oil (including marine diesel oil and marine gas oil) that is delivered to a vessel, the supplier shall draw up an accompanying document of the fuel and shall attach a sample of the supplied fuel thereto, observing the Regulation 18 (3), (6) of Protocol of 26 September 1997 (Annex VI to MARPOL 73/78) to amend the International Convention for the Prevention of Pollution from Ships of 2 November 1973, as modified by the Protocol of 1978.

27. The Maritime Administration of Latvia, in performing port State control of foreign vessels and Latvian vessel flag state control shall:

27.1. inspect, if entries have been made in the ship's logbook regarding fuel-changeover operations; and

27.2. inspect the accompanying document regarding supply of the fuel for the ship's engine together with the attached sealed sample of the supplied marine fuel, and shall ascertain that the sample has been stamped and has been signed by the supplier's representative and the ship's master, or by the person responsible for accepting fuel on board.

28. The State Environmental Service Marine and Inland Waters Administration shall:

28.1. control, whether vessels flying the Latvian flag, comply with the requirements specified in Paragraph 18 of these Regulations, as well as may control the vessels of other states in accordance with the international laws of the sea;

28.2. control, whether passenger ships flying the Latvian flag, and all passenger ships that are moored, or anchored or berthed in some other manner in a port, comply with the requirements specified in Paragraph 21 of these Regulations, as well as may control the passenger ships of other states in accordance with the international laws of the sea;

28.3. control the observance of the requirements specified in Paragraphs 17 and 22 of these Regulations;

28.4. in accordance with the International Maritime Organisation guidelines ensure the sampling of marine fuel while the fuel is taken on board the vessel or, if it is possible, the sampling of marine fuel from the fuel tanks and sealed fuel samples on board the vessel, as well as the sulphur content analysis of the referred to samples; and

28.5. each quarter submit to the Latvian Environment, Geology and Meteorology Agency a report on the completed marine fuel testing, indicating, to which category, specified in Annex 1 to these Regulations, the fuel not complying with the fuel quality requirements belongs.

29. The State Revenue Service shall:

29.1. record the merchants in Latvia, which supply marine fuel (including marine diesel oil and marine gas oil);

29.2 supervise the marine diesel oil and marine gas oil market, ensuring the sampling of marine diesel oil and marine gas oil from each merchant, which sells marine diesel oil and marine gas oil, at least twice a year; and

29.3. until 1 April of the current year submit information to the Latvian Environment, Geology and Meteorology Agency regarding the results of the testing completed in the previous year on the compliance of marine diesel oil and marine gas oil with the quality requirements specified in Annex 4 to these Regulations.

V. Methods for Determining the Sulphur Content, and Submission of Reports to the European Commission

30. The sulphur content shall be determined by accredited laboratories, utilising the following basic (reference) methods:

30.1. for analyses of fuel oil and marine fuel – LVS EN ISO 8754:2003, *Petroleum Products - Determination of Sulphur Content - Energy-dispersive-X-ray Fluorescence Spectrometry*, and LVS EN ISO 14596:2002, *Petroleum Products – Determination of Sulphur Content –Wavelength-dispersive X-ray Fluorescence Spectrometry*; and

30.2. for diesel oil (gas oil) analyses – LVS EN 24260:2002, *Petroleum Products and hydrocarbons – Determination of Sulphur Content – Wickbold Combustion Method*, LVS EN ISO 8754:2003, *Petroleum Products – Determination of Sulphur Content – Energy-dispersive-X-ray Fluorescence Spectrometry*, and LVS EN ISO 14596:2002, *Petroleum Products – Determination of Sulphur Content – Wavelength-dispersive X-ray Fluorescence Spectrometry*.

31. In the event of a dispute the standard LVS EN ISO 14596:2002, *Petroleum Products – Determination of Sulphur Content – Wavelength-dispersive X-ray Fluorescence Spectrometry*, shall be used. The statistical interpretation of the results of the analyses of the sulphur content of diesel oil (gas oil) shall be performed in accordance with the standard LVS EN ISO 4259:2000, *Petroleum Products – Determination and Application of Precision Data in Relation to Methods of Test*.

32. Each year until 30 June the Latvian Environment, Geology and Meteorology Agency shall submit to the European Commission a report regarding the utilisation of such liquid fuel to which these Regulations apply, including the compiled information regarding the testing specified in Paragraphs 8 and 16 and Sub-paragraph 28.3 Of these Regulations, as well as regarding the application of the norms specified in Paragraph 6 of these Regulations.

VI. Submission for the Trial of Emission Abatement Technologies and Permit for the Trial of Emission Abatement Technologies

33. If a shipowner or operator of a vessel flying the Latvian flag, wants to perform the trials of emission abatement technologies (hereinafter – trials), using fuel that does not comply with the prescribed regulations, he or she shall submit to the Maritime Administration of Latvia, in accordance with Annex 5 to these Regulations, a submission for receiving a permit for the trials.

34. The shipowner or operator shall attach documents to the submission, that support the information indicated in the submission. The submission shall specify references to the attached documents.

35. Upon receiving the submission the Maritime Administration of Latvia shall send it to the European Commission and co-ordinate with the competent institutions of the European Union Member States, in which exclusive economic zones and territorial seas it is proposed to perform the trials. Vessels shall be permitted to commence the trials no sooner than six months after co-ordination of the submission with the referred to European Union Member States.

36. The Maritime Administration of Latvia shall provide the shipowner or operator with a written opinion regarding the acceptance of a submission (if all the information specified by the regulatory enactments has been indicated in the submission or attached thereto) or shall notify in writing the shipowner or operator regarding the necessary additional information.

37. The Maritime Administration of Latvia has the right after receiving the submission to request and receive additional information from the shipowner or operator, if it is necessary for the clarification of the submitted information or taking of a decision.

38. Prior to issuing a permit an official of the Maritime Administration of Latvia shall familiarise him or herself with the respective emission abatement technology, and prepare an opinion regarding its conformity to the information presented in the submission. If it is necessary, the Maritime Administration of Latvia shall involve authorised ship classification society specialists in evaluating the technologies.

39. The Maritime Administration of Latvia shall evaluate the submission and shall issue a permit for the trial of an emission abatement technologies (hereinafter – permit) (Annex 6) or take a substantiated decision regarding a refusal to issue a permit. If the submission has been sent to the European Union Member States for co-ordination, the permit shall be issued after receipt of the co-ordination.

40. The Maritime Administration of Latvia, when issuing a permit or taking a decision to refuse issuing a permit, shall take into account the information provided in the opinion referred to in Paragraph 38 of these Regulations and its assessment. The permit shall be issued for a time period of 18 months.

41. The Maritime Administration of Latvia shall send a copy of the permit or a copy of the decision regarding refusal to issue a permit (electronically as well) to the Ministry of the Environment.

42. The maritime Administration of Latvia may cancel a permit, if it is determined that the shipowner or operator has provided false or misleading information.

43. The Maritime Administration of Latvia shall ensure:

43.1. that the information regarding the trial results is available, by publishing them on its Internet home page. The referred to information shall be publicly available for six months after completion of the trials; and

43.2. the European Commission with all available information regarding the results of the trials.

44. A vessel may use marine fuel that does not comply with the requirements specified in Paragraphs 18, 19, 20, 21 and 22 of these Regulations, if the vessel is utilising emission abatement technologies approved by the European Commission, and:

44.1. ensures emission reduction to such a level that does not exceed the one that would occur when using marine fuel, which has a sulphur content norms complying with the requirements prescribed by these Regulations;

44.2. the vessel is fitted with equipment, that carries out constant monitoring; and

44.3. the shipowner or operator ensures that air pollutant substance emissions that are discharged from the vessel into ports and river estuaries are documented, and calculations are made of the dispersion of air pollutant substances. The air quality limit values for sulphur dioxide specified in the regulatory enactments regulating air quality may not be exceeded within the territory of a port or outside it as a result of such emission. The Maritime Administration of Latvia shall inform the International Marine Organisation about the criterion referred to in this Sub-paragraph.

VII. Closing Provisions

45. Cabinet Regulation No. 125 of 2 March 2004, Regulations regarding Restriction of the Sulphur Content for Certain Types of Liquid Fuel, is repealed.

46. Paragraph 17 of these Regulations shall lose force from 1 January 2010.

47. The State Environmental Service Marine and Inland Waters Administration shall commence the control of compliance with the requirements prescribed by Paragraphs 18, 21 and 22 of these Regulations, as well as implement the conditions of Sub-paragraph 28.2, as of 1 March 2007.

Informative Reference to European Union Directives

These Regulations contain legal norms arising from:

1) Council Directive 1999/32/EC of 26 April 1999, relating to a reduction in the sulphur content of certain liquid fuels and amending Directive 93/12/EEC; and

2) Directive 2005/33/EC of the European Parliament and of the Council of 6 July 2005 amending Directive 1999/32/EC as regards the sulphur content of marine fuel.

Prime Minister

A. Kalvītis

Minister for the Environment

R. Vējonis

Viscosity and Density Requirements for Marine Diesel Oil and Gas Oil

No.	Characteristics	Limits	ISO – F Category			
			DMX	DMA	DMB	DMC
1.	Density 15°C, kg/m ³	max.	–	890.0	900.0	920.0
2.	Viscosity 40°C, mm ² /s ¹	min.	1.40	1.50	–	–

Minister for the Environment

R.Vējonis

¹ 1mm²/s=1 cSt.

Fuel Oil, which has a Sulphur Content Exceeding 1% and which has been Released for Free Circulation or Sale in 20_____

No.	Merchant			Type of licence	Fuel oil				Merchant - consignee		
	name	address	registration number		name	make	quantity(t)	Sulphur content (%)	name	address	registration number
1	2	3	4	5	6	7	8	9	10	11	12

Minister for the Environment

R.Vējonis

Results of the Testing of the Sulphur Content of Diesel Oil (Gas Oil) in 200_____

No.	Merchant			the type of the special permit (licence) or permit	Place ¹ of sampling, and address	Sulphur content (%)	Number of analyses	Laboratory accreditation certificate number
	Company (name)	legal address	registration number					
1	2	3	4	5	6	7	8	9

Minister for the Environment

R.Vējonis

¹ Indicate the place of sampling (for example, tax warehouse, wholesale warehouse (depot), petrol station).

Results of the Testing of the Sulphur Content of Marine Diesel Oil and Marine Gas Oil in 20__

No.	Merchant			the type of the special permit (licence) or permit	Place ¹ of sampling, and address	Name ²	Sulphur content (%)	Number of analyses	Laboratory accreditation certificate number
	Company (name)	legal address	registration number						
1	2	3	4	5	6	7	8	9	10

Minister for the Environment

R.Vējonis

¹ Indicate the place of sampling (for example, tax warehouse, wholesale warehouse (depot)).

² Indicate the type – marine diesel oil (DMB or DMC) or marine gas oil (DMX or DMA).

Submission for Trials of Emission Abatement Technologies

Maritime Administration of Latvia	_____
Name of the vessel	_____
the flag State;	_____
name or designation of the shipowner or the operator of the ship and address;	_____
the type of the ship,	_____
IMO number	_____
Gross tonnage	_____
Construction year ¹ of the vessel	_____
Engine power, HP or kW	_____

Information Regarding the Emission Abatement Technologies and Conducting of the Trials

1. Description of the emission abatement technologies.
2. The scheduled date for starting the trials.
3. The scheduled date for ceasing the trials.
4. Assessment of impact on the marine environment (particularly in ports) throughout the trial period.
5. Comparison of the ship's emission of polluting substances into the air, when using emission abatement technologies and current technologies.
6. Seas and ports, where it is proposed to perform trials (with the relevant reference to the Member State of the European Union, in which exclusive economic zone or territorial seas it is proposed to perform the trials).

Shipowner or operator.	
Given name, surname _____	Date _____

(signature)	Place for a seal
Telephone number _____	

Minister for the Environment

R.Vējonis

¹ The date when the keel was laid or the date when the vessel was at a similar stage of construction, or the start date of substantial repairs, alterations or modifications.

Emission Abatement Technology Trial Permit No. _____

Maritime Administration of Latvia

Address _____
Telephone number _____
e-mail _____

The Maritime Administration of Latvia certifies that a submission has been received from the shipowner or operator that has been prepared in accordance with Cabinet Regulation No. 801 of 26 September 2006, Regulations Regarding Sulphur Content Restrictions for Certain Types of Liquid Fuel.

Name of the vessel _____
the flag State; _____
name or designation of the shipowner or the operator of the ship and address; _____
the type of the ship, _____
IMO number _____
Gross tonnage _____
Construction year¹ of the vessel _____
Engine power, HP or kW _____

Date of receipt of the submission for the permit

Date of issuing _____ Place of issuing _____

Director of the Maritime Administration of Latvia _____
(signature and full name)

Date _____
Place for a seal

The decision regarding issue of the permit or permit conditions may be contested in the Environment State Bureau, within one month following the day of coming into force of the decision.

The permit shall be valid until _____

¹ The date when the keel was laid or the date when the vessel was at a similar stage of construction, or the start date of substantial repairs, alterations or modifications.



I. The Declared Activity and Assessment of the Submission

1. A brief description of the emission abatement technology and conduct of trials.

2. Assessment of the submission.

II. Permit Conditions

3. Conduct of trials shall be permitted in the following seas, ports and exclusive economic zones or territorial seas of European Union Member States:

4. Conditions for averting accidents and action in emergency situations.

5. Information that shall be provided to the environmental protection institutions, if conditions of the permit have been violated or in the event of an accident.

6. The ship involved in the trials shall be fitted with equipment for continuous monitoring of emission and it shall be used throughout the trial period.

7. The ship involved in the trials shall achieve such an emission level that does not exceed the one that would occur when using marine fuel, which has a sulphur content norms complying with the requirements prescribed by these Regulations.

8. Throughout the trial period, the ship shall have such a waste management system that is suitable for the wastes generated by the emission abatement technologies.

9. There shall be an assessment of the impact on the marine environment (particularly in ports) throughout the trial period.

10. The results of measurements performed during the trial period shall be available to the European Commission, and they shall be publicly available during six months after the end of the trials.

III. Annexes

11. Appended documents (indications about dates, including dates of submissions and their clarification or amendment, minutes of meetings with the shipowner or operator and authority representatives).

Minister for the Environment

R.Vējonis