

EMISSION CONTROL REGULATIONS

REGULATIONS FOR THE PREVENTION OF AIR POLLUTION FROM SHIPS



Dan-Bunkering has been leading in the bunker business for more than 3 decades, arranging bunker supplies; fuels, lubricants, and other related products and services for vessels all over the world. The head office is situated in Middelfart with offices in Copenhagen, Shanghai, Cape Town, Singapore, Monaco, Houston, Beijing, Dubai, Stamford, and Sydney. More than 70 dedicated and service-minded fuel suppliers are ready to guide new and existing clients. Dan-Bunkering is part of a professional and financially strong group with interests in ship-owning and shipping activities.

MARPOL 73/78 ANNEX VI

Marpol 73/78 annex VI entered into force on 19 May 2005. The annex includes many aspects related to the operation of commercial ships. The purpose of this publication from Dan-Bunkering is to create a clear overview of the sulphur cap regulations applicable to ship owners and operators.

The emissions from ships are **generally** controlled by the following sulphur caps on any fuel oil used onboard:

→ 3.50% on and after 1 January 2012

→ 0.50% on and after 1 January 2020

In addition to the general sulphur caps, emission control areas were also implemented. Any fuel used onboard ships in the **North Sea** emission control area shall not exceed the following limit:

→ 0.10% on and after 1 January 2015

The **North American** emission control area entered into force on 1 August 2011. However, the requirements within the North American ECA for Sox, including most of the US and Canadian Coast, was effective as from 1 August 2012. The new limit within North American ECA is as follows:

→ 0.10% on and after 1 January 2015

Furthermore, the requirements within the United States Caribbean Sea ECA for Sox, i.e. Puerto Rico and US Virgin Islands, became effective on 1 January 2014.

The limit is as follows:

→ 0.10% on and after 1 January 2015

EU REGULATIONS

In addition to Marpol 73/78 Annex VI adopted by IMO on 10 October 2008, the European Union has implemented sulphur caps under the directive 2005/33/EC.

The following limitations are in force today:

→ A 1.50% sulphur limit for fuels used by passenger vessels on regular service between EU ports.

→ A 0.10% sulphur limit on all gas oils placed on the market in EU Member States' territory and a 0.10% sulphur limit in all fuels used by ships at berth in EU ports and by inland waterway vessels. This applies to any use of the fuel e.g. in auxiliary engines, main engines, boilers.

A further description of exemptions, change-over procedures and a definition of ECA can be provided upon request.

WHAT WILL THE FUTURE BRING?

Are you and your company ready for the groundbreaking changes that lie ahead? Will there be enough product available?

As a ship operator you will have to carve out a strategy as to how to adjust to the 2020 requirements

WHAT IS YOUR STRATEGY?

Are you betting on a technical solution? Investment in scrubber technology is costly. What about upcoming technical innovations?

Do you plan to shift to ECA fuels? Gasoil or low viscosity/low sulphur fuel oil?

Do you plan to refit or operate ships that run on alternative fuel sources? LNG, biofuels, electricity or even wind power.

Dan-Bunkering is ready to assist and discuss the options available regardless of your strategy.

The above is a service for informational purposes only.

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