



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

CIRCULAR N° ° POL 005 - Rev 1

EU DIRECTIVE 2005/33/EC - CHANGE TO FUEL OIL SULPHUR CONTROLS FOR SHIPS AT BERTH IN EUROPEAN PORTS

TO: SHIPOWNERS, SHIPS' OPERATORS AND
MANAGERS, MASTERS AND CHARTERERS
APPLICABLE TO: ALL SHIPS SUBJECT TO MARPOL Annex VI
EFFECTIVE AS FROM: 1st January 2010

Monaco, 21st December 2009

As from 1st January 2010, as stated in EU Directive 2005/33/EC, the maximum allowable sulphur content of fuel oil used by ships at berth in European (EU) ports, other than those in outermost regions, will be 0.10% by mass (m/m).

At berth: covers ships at anchor, on buoys or alongside whether or not they are working with cargo.

The above refers to all grades of fuel oil and all types of combustion machinery.

Ships are not requested to comply with the 0.10% m/m limit while manoeuvring. However, they have to comply with it upon arrival in port until as late as possible before departure.

The above does not apply:

- (1) when ships are due to be at berth for less than two hours;
- (2) to inland waterway vessels which carry a certificate providing conformity with the International Convention for the Safety of Life at Sea, 1974, as amended, while those vessels are at sea;
- (3) until 1st January 2012 for the vessels listed in the Annex to the Directive and operating exclusively within the territory of the Hellenic Republic.
- (4) to ships which switch off all engines and use shore side electricity while at berth in ports. Ships which are scheduled to be at berth for less than two hours will be exempt from these requirements.

Consequently, it is necessary for ships calling EU ports to have an adequate quantity of compliant fuel oil on board – probably a distillate grade – and to effectively implement the necessary change-over procedures. This, together with the existing Baltic and North Sea Emission Control Area (ECA) requirements, means that ships will need to have suitably flexible fuel oil storage and handling systems.