



Marine Notice 21/2016

Direction for cruise vessels to limit sulphur emissions while at berth in Sydney Harbour

Purpose

The purpose of this Marine Notice is to alert cruise vessel masters and operators to AMSA's intended actions to limit sulphur emissions from cruise vessels¹ when at berth in the Port of Sydney Harbour.

This notice is issued as general information only and AMSA will issue a formal Direction to each affected vessel.

Directions

From December 2016, cruise vessels capable of accommodating more than 100 passengers and at berth in Sydney Harbour will be issued with a Direction by AMSA. The Direction will require the vessel to limit sulphur emissions by using low sulphur fuel or an alternative measure that achieves an equivalent outcome, specifically:

- A. using fuel with a sulphur content not exceeding 0.1% mass per cent concentration (0.1% m/m); or
- B. using an exhaust gas cleaning system, certified and approved in accordance with the International Maritime Organization Guidelines for Exhaust Gas Cleaning Systems 2015; or
- C. using a power source external to the vessel; or
- D. using a combination of any of the above measures.

The Direction will be issued by AMSA in accordance with subsection 246(1)(b) of the *Navigation Act 2012*. The limit on sulphur emissions will apply from one hour after the vessel's arrival at berth until one hour before the vessel's departure.

The Direction will have effect for all of the vessel's berthing activities within the port for a period of two years, subject to review.

¹ 'Cruise vessel' means a vessel not having a cargo deck, designed exclusively for carriage of over 100 passengers in overnight accommodation.

Compliance

AMSA expects and will require that masters and operators comply with Directions. The penalties for not complying are substantial.

The Direction will allow AMSA to take into consideration the specific circumstances that exist if the Direction cannot be met due to:

- unforeseen and uncontrolled mechanical or equipment failure;
- the unavailability of compliant fuel;
- unexpected delays in departure beyond the reasonable control of the master; and
- an unscheduled berthing due to an emergency.

In any of the above circumstances, AMSA must be notified, and should be provided with supporting evidence about the reason and the steps being taken to rectify the non-compliance.

This document does not constitute legal advice and is not a substitute for independent professional advice.

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