

21 December 2018

EARLY WARNING ON GLOBAL 2020 SULPHUR CAP COMPLIANCE

The Maritime Authorities of the Paris and the Tokyo Memoranda of Understanding (MoU) on Port State Control will start issuing a letter of warning from 1 January 2019 on the sulphur content of marine fuels during inspections in order to increase awareness of and to encourage timely compliance with the new requirements.

The requirement of maximum sulphur content of 0,50% m/m for marine fuel oil will enter into force on 1 January 2020, which is known as the global 2020 sulphur cap. The implementation of the global 2020 sulphur cap will have considerable implications on ship operators, the fuel oil supply chain and the industry as a whole.

For the purpose of facilitating smooth and consistent implementation of the global 2020 sulphur cap, the Paris and the Tokyo Memoranda will carry out a joint information campaign by issuing a letter of warning to ships during inspections from 1 January to 31 December 2019. The aim is to increase awareness of the ships' crew and company on the matter and to remind and encourage compliance with Regulations 14¹,² and 18 of MARPOL Annex VI from 1 January 2020.

The letter of warning will be issued to ships found not yet ready for compliance with the relevant requirements that will enter into force on 1 January 2020.

The letter of warning which may be issued is attached to the press release.

¹ In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m

² As amended by MEPC.305(73)

| Paris MOU | Tokyo MOU |
|---|--|
| <p>Mr. Luc Smulders Secretary-General Paris MoU on Port State Control PO Box 16191 2500 BD The Hague The Netherlands Tel: +31-70-4561508</p> <p>E-mail: secretariat@parismou.org Web-site: www.parismou.org</p> | <p>Mr. Hideo KUBOTA Secretary, Tokyo MOU Secretariat Ascend Shimbashi 8F 6-19-19, Shimbashi, Minato-ku, Tokyo Japan 105-0004 Tel: +81-3-3433 0621 Fax: +81-3-3433 0624 E-mail: secretariat@tokyo-mou.org Web-site: www.tokyo-mou.org</p> |

Notes to editors:

| Paris MOU | Tokyo MOU |
|--|--|
| <p>Regional Port State Control was initiated in 1982 when fourteen European countries agreed to coordinate their port State inspection effort under a voluntary agreement known as the Paris Memorandum of Understanding on Port State Control (Paris MOU). Currently 27 countries are member of the Paris MOU. The European Commission, although not a signatory to the Paris MOU, is also a member of the Committee.</p> <p>The Paris MoU is supported by a central database THETIS hosted and operated by the European Maritime Safety Agency in Lisbon. Inspection results are available for search and daily updating by MoU Members. Inspection results can be consulted on the Paris MoU public website and are published on the Equasis public website.</p> <p>The Secretariat of the MoU is provided by the Netherlands Ministry of Infrastructure and Water Management and located in The Hague.</p> | <p>The Memorandum of Understanding on Port State Control in the Asia-Pacific Region, known as the Tokyo MOU, was signed among eighteen maritime Authorities in the region on 1 December 1993 and came into operation on 1 April 1994. Currently, the Memorandum has 20 full members, namely: Australia, Canada, Chile, China, Fiji, Hong Kong (China), Indonesia, Japan, Republic of Korea, Malaysia, the Marshall Islands, New Zealand, Papua New Guinea, Peru, the Philippines, the Russian Federation, Singapore, Thailand, Vanuatu and Vietnam.</p> <p>The Secretariat of the Memorandum is located in Tokyo, Japan. The PSC database system, the Asia-Pacific Computerized Information System (APCIS), was established. The APCIS centre is located in Moscow, under the auspices of the Ministry of Transport of the Russian Federation.</p> |
| <p>Port State Control is a check on visiting foreign ships to verify their compliance with international rules on safety, pollution prevention and seafarers living and working conditions. It is a means of enforcing compliance in cases where the owner and flag State have failed in their responsibility to implement or ensure compliance. The port State can require defects to be put right, and detain the ship for this purpose if necessary. It is therefore also a port State's defence against visiting substandard shipping.</p> | |