

Subject

Fuel Oil Controls by the European Union and by the State of California, USA

ClassNK

Technical Information

No. TEC-0687

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To whom it may concern

As already advised in ClassNK Technical Information No. TEC-0620 dated 3 February 2005, fuel oils used onboard ships are regulated by MARPOL 73/78 ANNEX VI as follows:

- The sulphur content of any fuel oil used onboard ships shall not exceed 4.5% m/m.
- The sulphur content of fuel oil used onboard ships in a SECA* (SO_x Emission Control Area) shall not exceed 1.5% m/m.

* The following sea areas are designated as SECA at the present.

A. The Baltic Sea Area (application started on 19 May 2006)

B. The North Sea Area (application starts on 22 November 2007)

Separately from the above mentioned IMO Regulations, fuel oils used onboard ships are regulated by the European Union (hereafter referred to as "EU") and by the State of California in the USA (hereafter referred to as "CA") around their territorial seas. This ClassNK Technical Information provides a summary of the fuel oil controls around the EU and CA.

1. Fuel Oil Controls by the EU

The following requirements are specified in Directive 2005/33/EC of the European Parliament and of the Council (amending Directive 1999/32/EC).

- (1) Fuel oils shall not be used in the areas of territorial seas, exclusive economic zones and pollution control zones of Member States of the EU falling within SECA designated by the IMO if the sulphur content of those fuels exceeds 1.5% m/m.

The application dates for the fuel oil controls mentioned in this (1) are as follows:

(i) The Baltic Sea Area: 11 August 2006

(ii) The North Sea Area: 11 August 2007

(iii) Any other Sea Area: 12 months after the date entry into force of the IMO designation

- (2) Fuel oils shall not be used in the areas of territorial seas, exclusive economic zones and pollution control zones of Member States of the EU by passenger ships operating on regular services if the sulphur content of those fuels exceeds 1.5% m/m, from 11 August 2006.

(To be continued)

NOTES:

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- (3) The sulphur content of the following fuel oils shall not exceed 0.1% m/m from 1 January 2010.
 - (i) Fuel oils used by inland waterway** vessels
 - (ii) Fuel oils used by ships at berth in Community ports (The requirement shall not apply to ships which switch off all engines and use shore-side electricity at berth in ports.)
 ** Definition of the term “inland waterway” is specified in Directive 82/714/EEC
- (4) In the cases where a fuel oil change-over is carried out to comply with (1) to (3) of the above, the fuel oil change-over shall be recorded in ship’s logbooks.

Regarding (1)(i) of the above, as fuel control by the IMO in the Baltic Sea Area had already started from 19 May 2006, the application date of the Directive is not relevant.

As for (1)(ii) of the above, as the application date of the fuel oil control in the North Sea Area according to the Directive is 11 August 2007, whereas the application date according to IMO MARPOL ANNEX VI is 22 November 2007, so the fuel control will be started ahead of the IMO schedule.

2. Fuel Oil Controls by CA

The following requirements are specified in Section 2299.1, title 13 and Section 93118, title 17, California Code of Regulations.

- (1) The following fuel oils shall be used by auxiliary diesel engines and diesel-electric engines on ocean-going vessels while these engines are operating within the Regulated California Waters (“Regulated California Water” is a zone off California’s coast that is approximately 24 nautical miles offshore starting at the California-Oregon border and ending at the California-Mexico border.)
 - (i) Marine gas oil (DMA[†]); or Marine diesel oil (DMB[†]) at or below 0.5% sulphur (application starts on 1 January 2007)
 - (ii) Marine gas oil (DMA[†]) at or below 0.1% sulphur (application starts on 1 January 2010)[†] DMA and DMB are marine grades of fuel as defined in ISO 8217.
- (2) In the cases where a fuel oil change-over is carried out to comply with (1) of the above, the fuel oil change-over shall be recorded in ship’s logbooks.

To comply with the requirements of the above (1) and (2), approved alternative means such as use of shore-side electrical power or exhaust emission controls, etc. are applicable.

For any questions about the above, please contact:

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