



JAPAN P&I NEWS

外航組合員各位

PSC 共同集中キャンペーン（パリ MOU、東京 MOU）

一般海域における船舶燃料油硫黄分規制（Global Sulphur Cap 2020）に関する注意喚起

Paris MOU と Tokyo MOU は、2020年1月1日から施行される一般海域における船舶燃料油硫黄分規制（Global Sulphur Cap 2020）への適切な対応を促すため、共同のポートステートコントロール（PSC）において、注意喚起キャンペーンを行う旨の通知がありましたのでお知らせします。

目的：2020年1月1日から施行される船舶燃料油硫黄分規制について早期に警告することで、MARPOL 条約 Annex VI（Regulations 14 and 18）を順守するよう意識を高めること。

期間：2019年1月1日～2019年12月31日

内容：Global Sulphur Cap 2020に関連する要件を満たしていない船舶に対し“警告書”を発行する。

キャンペーンの詳細や警告書については添付の Press release をご参照ください。

以上

添付：パリ MOU および東京 MOU 連名の Press Release



Press release



21 December 2018

EARLY WARNING ON GLOBAL 2020 SULPHUR CAP COMPLIANCE

The Maritime Authorities of the Tokyo and the Paris 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 Tokyo and the Paris 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 14^{1,2} 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
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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>	

MEMORANDUM OF UNDERSTANDING ON
PORT STATE CONTROL IN THE ASIA-PACIFIC REGION



To the Master of

IMO No

Flag State

Date

**LETTER OF WARNING
MARPOL Annex VI
Sulphur Oxides (SOx) and Particulate Matter (Regulation 14)¹**

Dear Captain,

This letter is to bring to your attention the **new regulations on sulphur content of fuel oils used on board from 1 January 2020**. From that date all ships subject to MARPOL Annex VI are, in principle, required to use on board fuel oils with a sulphur content of maximum 0.50% m/m in accordance with MARPOL Annex VI Regulation 14.², or use an alternative emission reduction and control technologies to comply with the emission standard

From 1 January 2020 Port State Control Officers of the Tokyo MOU will check compliance with these regulations through the bunker delivery notes and related ships' log books and records and by means of sampling from the fuel lines.

The following check boxes indicate the areas investigated:

- | | | |
|---|--------------------------------|--------------------------|
| 1 | SOx records | <input type="checkbox"/> |
| 2 | Sulphur oxides | <input type="checkbox"/> |
| 3 | Sulphur content of fuel used | <input type="checkbox"/> |
| 4 | Alternative arrangements (SOx) | <input type="checkbox"/> |

Deficiencies in the areas listed above may be recorded by the Tokyo MOU **if the regulations were in place now**.

From 1 January 2020 Port State Control Officers will put further emphasis on the following items:

- 1 That the ship carries on board fuel oil with a sulphur content depending on the area of operation
- 2 There are records of the bunker delivery notes (BDNs) and associated samples or records thereof are kept on board
- 3 There are written procedures covering fuel oil change over operations where appropriate exist on board
- 4 That the Master and ship's personnel are familiar with essential fuel oil management procedures
- 5 That the ship has an appropriate approval for any installed exhaust gas cleaning systems, or equivalent means, if required

This list is to help you prepare for compliance by 1 January 2020. If deficiencies are recorded against any of these items from 1 January 2020 action may be taken by the Port State Control Officer which may include a detention of the ship or other enforcements or administrative or corrective measures.

You are requested to inform the company of the above. Further details are given in MARPOL Annex VI Regulations 14 and 18.

On behalf of the Maritime Authority of

PSCO

Port

Date

¹ As amended by MEPC.305(73)

² In Emission Control Areas the sulphur content of fuel oil used on board shall not exceed 0.10% m/m.