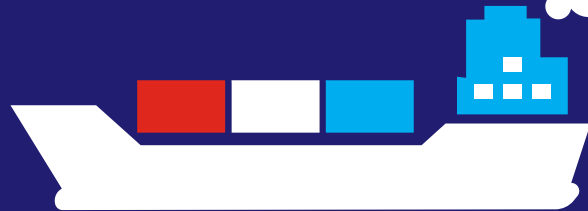
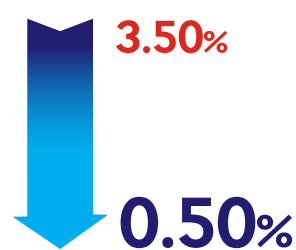


THE 2020 GLOBAL SULPHUR LIMIT



▶ WHAT'S HAPPENING?

The global sulphur limits outside of Emission Control Areas (ECAs) for vessel emissions will reduce from 3.50% to 0.50% particulate matter by mass (m/m).



▶ WHY IS THE GLOBAL SULPHUR CAP BEING REDUCED?

To reduce the amount of sulphur oxide (SOx) emitted into the atmosphere. This should have major health and environmental benefits for the world, particularly for communities living close to ports and coasts.



▶ WHERE IS THIS HAPPENING?

Outside of the established ECAs. From 1 January 2015, ships trading in ECAs had to use fuel oil on board with a sulphur content of no more than 0.10%. ECAs established under MARPOL Annex VI for SOx are: the Baltic Sea area **1**, the North Sea area **2**, the North American area **3** (covering designated coastal areas of the United States and Canada) and the United States Caribbean Sea area **4** (around Puerto Rico and the US Virgin Islands).



▶ WHEN WILL THIS HAPPEN?

From 1 January 2020, the new requirement will be in force and an amendment to MARPOL Annex VI Regulation 14 will be made.



▶ WHO WILL BE AFFECTED?

The sulphur limit cap applies to all vessels regardless of size or trading area, whose Flag State are a signatory to MARPOL Annex VI. Additionally, all ships of 400 GT or more, fixed or floating platforms, floating craft and submersibles are required to have an International Air Pollution Prevention (IAPP) Certificate. Exemptions are provided for situations involving the safety of the vessel, saving life at sea, if a vessel or its equipment is damaged and vessels to conduct trials for the development of vessel emission reduction (this would require special permission from the vessel's Flag State).



▶ WHAT CAN MEMBERS DO TO ENSURE THEIR VESSELS MEET THE NEW LOWER SULPHUR EMISSION STANDARD?

Members should make an [assessment](#) of the possible options that may be suitable for their vessels and operations. The following solutions may be considered when making your assessment:

- Use high sulphur content fuel in combination with exhaust gas cleaning systems or 'scrubbers' to reduce the output of SOx in order to meet the requirement.
- Transition to or use of low sulphur content fuels.
- Switch to using distillate fuel such as marine gas oil with a sulphur content of 0.1%. Some vessels are already using low sulphur fuel oil to meet the requirement of 0.1% m/m when trading inside the ECA zones. These fuel oil blends will also meet the 0.5% m/m limit in place outside of the ECAs in 2020.
- The use of alternative fuels such as natural gas and/or methanol

Bunker suppliers will be required to verify whether the fuel oil sulphur content is above 0.5% m/m on Bunker Delivery Notes, from 1 January 2019. Members should ensure that crew are aware of this change.



The IMO have produced an [FAQ document](#) on the impending new requirements.

