

Ref : DMA/AIFI/97/C 961
Date: 24/11/2018

Dear Captain
Good Day,

Please find the attached informative document titled " **TAIWAN - EARLY IMPLEMENTATION OF THE MARPOL SULPHUR CAP** " received from the club of west England for your kind attention and needful action.

Best Regards,

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(Note: This e-mail has been sent as BCC <blind carbon copy to : All R.O.D.-SMC Vessels, to eliminate the lengthy list that would result if this e-mail is printed)

Taiwan - Early Implementation of the MARPOL Sulphur Cap

23rd November 2018

Club Correspondents Pro-Marine Law Office, Taipei, have advised of the publication of further guidance concerning the early Implementation of the MARPOL sulphur cap in Taiwanese ports from 1st January 2019.

The guidance, issued by the Ministry of Transportation and Communications (MOTC), advises that from 1st January 2019 vessels entering international commercial port areas in Taiwan, shall utilize either fuel oil with a sulphur content of not more than 0.5% m/m by weight, or equivalent methods of emission reduction in accordance with the MARPOL Convention.

MARPOL Annex VI allows vessels to comply with the regulations by using either fuel oil with a sulphur content below the prescribed limit, by utilising a “fitting, material, appliance or apparatus” such as exhaust gas cleaning technology, or by “other procedures, alternative fuel oils or compliance methods” such as onboard blending of fuel oil or the use of Liquefied Natural Gas (LNG). When an alternative means of compliance is used it must be “at least as effective in terms of emission reductions as that required by this Annex”. Any alternative means of compliance with the regulations must be approved by the vessel’s Flag Administration.

The latest guidance, in both [Chinese](#) and [English](#), includes details of the port limits within which vessels are to use low sulphur fuel oil, or equivalent methods of emission reduction.

Members requiring any further guidance should contact the [Loss Prevention department](#).

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