



PANAMA MARITIME AUTHORITY

MERCHANT MARINE CIRCULAR MMC-319

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To: Ship-owners/Operators, Company Security Officers, Legal Representatives of Panamanian Flagged Vessels, Panamanian Merchant Marine Consulates and Recognized Organizations (ROs).

Subject: Fuel regulations at berth in Hong Kong

Reference: [L.N. 51 of 2015 “Air Pollution Control \(Ocean Going Vessels\) \(Fuel at berth\) Regulation”](#)

1. The purpose of this Merchant Marine Circular is to inform the implementation of the Air Pollution Control (Ocean Going Vessels) (Fuel at Berth) Regulation (LN 51 of 2015) by the Government of Hong Kong from 1 July 2015, which mandates ocean-going vessels (OGVs) to use clean fuels while berthing in Hong Kong for reducing their emissions so as to improve air quality.
2. Hong Kong Regulation will effectively apply to vessels of 500 gross tons and above certificated under the SOLAS Convention, through the entire berthing period of the vessel, excluding the first hour after arrival and the last hour prior departure. “Berth” is defined in LN 51 of 2015 as “a place in the waters of Hong Kong at which the vessel is not underway.”
3. The compliant fuels required by the Regulation are low-sulphur marine fuel (sulphur content not exceeding 0.5 per cent), liquefied natural gas and any other fuels approved by the Director of Environmental Protection (DEP) on the ground that its use can achieve SO₂ reduction at least as effectively as the use of low-sulphur marine fuel.
4. Regulation requires that no later than one hour after arrival at berth (and no earlier than one hour prior to departure), the vessel will be required to switch to a marine fuel with sulfur content not exceeding 0.5% by weight, liquefied natural gas or any other fuel approved by the air pollution control authority.
5. The following documents must be kept on board a vessel for a period of 3 years:
 - a) bunker delivery notes that relates to any marine fuel delivered to the vessel
 - b) the log book (s) recording the date and time of arrival, date and time of departure, date and completion time of switching to non-compliant fuel; and
 - c) for any unexpected event causing delay in departure of a vessel, a description of the event and the expected date and time of departure of the vessel.
6. Certain exemptions are permitted, such as when an approved equivalent arrangement is being employed which can reduce SO₂ reduction are least as effective as using low-sulphur marine (i.e. exhaust gas cleaning system) or if compliance with the fuel

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switch at berth requirement will pose a risk to the safety of the vessel. Application for approval of such exemptions shall be submitted in writing at least 14 days prior to the date on which the vessel is intended to enter Hong Kong waters.

7. Based on the above this Administration recommend to record in Oil Record Book part III when any fuel-oil-change-over, in order to avoid inconveniences with local authorities.
8. For more detailed information please check the linked [L.N. 51 of 2015 “Air Pollution Control \(Ocean Going Vessels\) \(Fuel at berth\) Regulation”](#).

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Inquiries concerning the subject of this Circular or any request should be directed to:

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