



STANDING NOTICE TO MARINERS No 07 USE OF EXHAUST GAS CLEANING SYSTEMS

From 1 January 2020, the limit for sulphur in fuel oil used on board ships operating outside designated emission control areas reduced to 0.50% m/m (mass by mass). All ships must meet this requirement of MARPOL Annex VI, Regulation 14, regardless of their size, or whether they are on an international or domestic voyage. Some vessels limit their air pollution by installing exhaust gas cleaning systems, also known as “scrubbers”.

MARPOL Annex VI, Regulation 4 enables the use of exhaust gas cleaning systems (EGCS), also known as scrubbers, as an alternative method of compliance with Regulation 14; however, the use of EGCS must not impair or damage the environment, human health, property or resources.

Research into the environmental effects of EGCS wash-water, including on sediments, is ongoing.

Vessels using EGCS must operate in accordance with UK Maritime & Coastguard Agency guidance and comply with the criteria set out in Merchant Shipping Notice MSN 1819 (M+F). This note says that the wash water from exhaust gas cleaning systems must not be discharged into any port, harbour or estuary unless it is thoroughly documented that the waste streams will have no adverse impact on the ecosystem of that port, harbour or estuary.

Masters of vessels may be asked from time to time to provide evidence of compliance with MSN 1819 (M+F).

The use of exhaust gas cleaning systems within Clydeport Statutory Harbour Authority:

Clydeport Operations Ltd does not restrict the use of closed loop scrubber systems, except as set out below for KGV and Rothesay Dock, provided vessels operate in accordance with MCA guidance and comply with the criteria set out in MSN 1819. Vessels may be asked to show evidence of compliance with the MSN if challenged.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/939681/MSN_1819_Amendment.pdf

Within the dock systems of KGV and Rothesay Dock, closed-loop systems and hybrid systems operating in closed-loop mode may be used. The use of open-loop systems and hybrid systems operating in open-loop mode is not permitted.

Independent terminals and locations within the Harbour Authority Area may impose their own conditions to further restrict the use of EGCS whilst vessels are alongside; however, those operators cannot sanction the use of EGCS contrary to the provisions of this Notice. Master of vessels should seek clarification in this connection from the relevant terminal or berth operator.