

**HONG KONG REGISTER OF LOCAL  
SUPPLIERS  
OF FUEL OIL FOR SHIPS**

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**( As at 24 March 2010 )**

MARPOL Annex VI Regulation 18(7)(a) requires Parties to the Protocol of 1997 to undertake and to ensure that a register of local suppliers of fuel oil is maintained. The following fuel oil suppliers in Hong Kong have confirmed to Hong Kong Marine Department their assurance to comply fully with MARPOL Annex VI requirements:

- (1) Bomin Bunker Oil Limited  
Room 604-605, 6/F  
Centre Point  
181-185 Gloucester Road, Wanchai  
Hong Kong  
Tel. No.: 2891 7799 (office hour)  
              2891 7799 (after office hour for emergency)  
Fax No.: 2893 1636  
Email: bunkers@bomin.hk
  
- (2) BP Hong Kong Limited  
22nd Floor, Devon House, Taikoo Place  
979 King's Road, Quarry Bay  
Hong Kong  
Tel. No.: 2586 8899 (office hour)  
              8101 4548 (after office hour for emergency)  
Fax No.: 2598 4776  
Email: kanck@bp.com
  
- (3) Callany Limited  
19/F., China Resources Building  
26 Harbour Road, Wanchai  
Hong Kong  
Tel. No.: 2593 7420 / 2824 4877 (office hour)  
              2593 7420 / 2824 4877  
              (after office hour for emergency)  
Fax No.: 2802 4121  
Email: ALANC @ CRPC.COM.HK

- (4) Caltex Oil Hong Kong Limited  
42/F., Central Plaza  
18 Harbour Road, Wanchai  
Hong Kong  
Tel. No.: 2582 6156 (office hour)  
                  9192 1483 (after office hour for emergency)  
Fax No.: 2524 8418  
Email: brchan@chevrontexaco.com
- (5) Coastal Holdings Limited Room  
1005, 10/F., West Tower Shun  
Tak Centre  
168-200 Connaught Road Central  
Hong Kong  
Tel. No.: 2851 8444 (office hour)  
                  9872 0293 / 6578 7862 (after office hour for emergency)  
Fax No.: 2581 7590  
Email: coastalhk@coastalpetrol.com
- (6) ExxonMobil Hong Kong Limited  
22/F., Central Plaza  
18 Harbour Road, Wanchai  
Hong Kong  
Tel. No.: 3197 8947 (office hour)  
                  9467 7832 (after office hour for emergency)  
Fax No.: 3197 8372  
Email: james.kk.chow@exxonmobil.com
- (7) Feoso Oil Limited  
9-11/F., Feoso Building  
877 Lai Chi Kok Road  
Kowloon  
Tel. No.: 3162 3895 (office hour)  
                  9037 4394 (after office hour for emergency)  
Fax No.: 3162 3600  
Email: feosobkr@feoso.com.hk
- (8) Frisol Bunkering (HK) Limited  
Room 3307, Hopewell Centre  
183 Queen's Road East, Wanchai  
Hong Kong  
Tel. No.: 2529 3122 (office hour)  
                  8109 3638 (after office hour for emergency)  
Fax No.: 2527 3318  
Email: bunker@frisol.com.hk

- (9) O.W. Bunker China Limited  
Room A, 21/F., PICO Tower  
66 Gloucester Road, Wanchai  
Hong Kong  
Tel. No.: 2866 6254 (office hour)  
9013 9997 (after office hour for emergency)  
Fax No.: 2866 9590  
Email: owbchina@owbunker.hk
- (10) Pan Nation Petro-Chemical Co Limited  
Unit 3301-05, Shui On Centre  
6-8 Harbour Road, Wanchai  
Hong Kong  
Tel. No.: 2851 0832 (office hour)  
6038 6783 (after office hour for emergency)  
Fax No.: 2850 5801  
Email: ops@pannation.com.hk
- (11) Shell Hong Kong Limited  
36/F., Shell Tower, Times Square  
1 Matheson Street  
Causeway Bay  
Hong Kong  
Tel. No.: 2506 7000 (office hour)  
2432 8704 (after office hour for emergency)  
Fax No.: 2432 2216  
Email: lavina.cheung@shell.com
- (12) Soaring Dragon Enterprise Limited  
Room 1201, 12/F., Central Plaza  
18 Harbour Road, Wanchai  
Hong Kong  
Tel. No.: 2519 3882 / 2519 6048 (office hour)  
9107 7481 (after office hour for emergency)  
Fax No.: 2511 3130  
Email: business@soaringdragon.com.hk  
<http://www.soaringdragon.com.hk>
- (13) South Horizons International Petroleum Limited  
Room A, 21/F., PICO Tower  
66 Gloucester Road  
Wanchai  
Hong Kong  
Tel. No.: 2528 2882 (office hour)  
9013 9997 (after office hour for emergency)  
Fax No.: 2528 2866  
Email: hk-bunkers@ship.com.hk

(14) United Bunkering & Trading (HK) Limited  
Room 2313, Times Square Tower One,  
1 Matheson Street, Causeway Bay  
Hong Kong  
Tel. No.: 2506 1388 (office hour)  
2599 2888 (after office hour for emergency)  
Fax No.: 2506 1988  
Email: ubt@ubt.com.hk

(15) Vermont Marine Bunkering Limited Room  
3107-9, 118 Connaught Road West Sai Ying  
Pun  
Hong Kong  
Tel. No.: 2803 0608 (office hour)  
9439 4901 (after office hour for emergency)  
Fax No.: 2527 3851  
Email: nchow@vermont.com.hk  
vermont@vermont.com.hk

<http://www.imo.org/en/OurWork/Environment/PollutionPrevention/AirPollution/Pages/Air-Pollution.aspx>

## Prevention of Air Pollution from Ships

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Although air pollution from ships does not have the direct cause and effect associated with, for example, an oil spill incident, it causes a cumulative effect that contributes to the overall air quality problems encountered by populations in many areas, and also affects the natural environment, such as tough acid rain.

MARPOL Annex VI, first adopted in 1997, limits the main air pollutants contained in ships exhaust gas, including sulphur oxides (SO<sub>x</sub>) and nitrous oxides (NO<sub>x</sub>), and prohibits deliberate emissions of ozone depleting substances (ODS). MARPOL Annex VI also regulates shipboard incineration, and the emissions of volatile organic compounds (VOC) from tankers.

Following entry into force of MARPOL Annex VI on 19 May 2005, the Marine Environment Protection Committee (MEPC), at its 53rd session (July 2005), agreed to revise MARPOL Annex VI with the aim of significantly strengthening the emission limits in light of technological improvements and implementation experience. As a result of three years examination, MEPC 58 (October 2008) adopted the revised MARPOL Annex VI and the associated NO<sub>x</sub> Technical Code 2008, which entered into force on 1 July 2010.

### **Revised MARPOL Annex VI**

The main changes to MARPOL Annex VI are a progressive reduction globally in emissions of SO<sub>x</sub>, NO<sub>x</sub> and particulate matter and the introduction of emission control areas (ECAs) to reduce emissions of those air pollutants further in designated sea areas.

Under the revised MARPOL Annex VI, the global sulphur cap will be reduced from current 3.50% to 0.50%, effective from 1 January 2020, subject to a feasibility review to be completed no later than 2018. The limits applicable in [ECAs](#) for SO<sub>x</sub> and particulate matter were reduced to 0.10%, from 1 January 2015.

Progressive reductions in NO<sub>x</sub> emissions from marine diesel engines installed on ships are also included, with a "Tier II" emission limit for engines installed on a ship constructed on or after 1 January 2011; and a more stringent "Tier III" emission limit for engines installed on a ship constructed on or after 1 January 2016 operating in [ECAs](#) (North American Emission Control Area and the U.S. Caribbean Sea Emission Control Area). Marine diesel engines installed on a ship constructed on or after 1 January 1990 but prior to 1 January 2000 are required to comply with "Tier I" emission limits, if an approved method for that engine has been certified by an Administration.

The revised NO<sub>x</sub> Technical Code 2008 includes a new chapter based on the agreed approach for regulation of existing (pre-2000) engines established in MARPOL Annex VI, provisions for a direct measurement and monitoring method, a certification procedure for existing engines and test cycles to be applied to Tier II and Tier III engines.

MEPC 66 (April 2014) adopted amendments to regulation 13 of MARPOL Annex VI regarding the effective date of NO<sub>x</sub> Tier III standards.

The amendments provide for the Tier III NO<sub>x</sub> standards to be applied to a marine diesel engine that is installed on a ship constructed on or after 1 January 2016 and which operates in the North American Emission Control Area or the U.S. Caribbean Sea Emission Control Area that are designated for the control of NO<sub>x</sub> emissions.

In addition, the Tier III requirements would apply to installed marine diesel engines when operated in other emission control areas which might be designated in the future for Tier III NO<sub>x</sub> control. Tier III would apply to ships constructed on or after the date of adoption by the Marine Environment Protection Committee of such an emission control area, or a later date as may be specified in the amendment designating the NO<sub>x</sub> Tier III emission control area.

Further, the Tier III requirements do not apply to a marine diesel engine installed on a ship constructed prior to 1 January 2021 of less than 500 gross tonnage, of 24 m or over in length, which has been specifically designed and is used solely, for recreational purposes.

The amendments are expected to enter into force on 1 September 2015.

Revisions to the regulations for ozone-depleting substances, volatile organic compounds, shipboard incineration, reception facilities and fuel oil quality were also made with regulations on fuel oil availability added.

The revised measures are expected to have a significant beneficial impact on the atmospheric environment and on human health, particularly for those people living in port cities and coastal communities.

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**The Problem: Hong Kong suppliers are providing only 0.5% sulphur oil for ships at berth**

<http://www.imo.org/en/MediaCentre/PressBriefings/Pages/44-ECA-sulphur.aspx>

Marpol requirements wef 01/01/2015 for ECAs **Sulfur content 0.1%** fuel

The problem is that ALL major OGVs have at least two fuel tanks, one for the ocean going slop and one for **0.1% Lo-sulphur to enter the designated ECA's.**

In no way would they take on fuel here at 0.5% and mix it with their 0.1% tank fuel as that would inhibit their re-entry into ECA areas.

Hong Kong Government should give the polluting fuel companies a simple option – produce 0.1% for Asian ports or we will force shipping to arrive with their low sulphur 0.1% tanks already filled, meaning they will miss out on local sales.

<http://www.theguardian.com/environment/2016/may/21/the-worlds-largest-cruise-ship-and-its-supersized-pollution-problem>

<http://www.dailymail.co.uk/sciencetech/article-1229857/How-16-ships-create-pollution-cars-world.html>