

## WHAT CAN I DO TO PREPARE?

Operators should ensure that appropriate procedures are established on board and that the crew is familiar with them. Attention should be paid to the correct completion of ship logbooks, including the time when fuel changeover operations are performed. Ships using separate fuel oils to comply with the sulphur requirements, should carry a written procedure showing how the fuel oil changeover is to be achieved while entering or leaving the SECA. The procedure should allow sufficient time for the fuel oil service system to be fully flushed of all fuel oils exceeding the new applicable sulphur content, prior to entry into a SECA, in order to avoid any contamination.

In addition, the volume of low sulphur fuel oils in each tank, as well as the date, time, and position of the ship when any fuel oil changeover operation has been completed prior to the entry into the SECA or commenced after exit from such an area, should be recorded in the logbook.

Also, ships provided with an Oil Record Book Part I (Machinery Space Operations) must pay attention to the recording of bunkering of fuel operations.


## PENALTIES

Penalties may be imposed by EU Member States for breaches of the national provisions adopted pursuant to Directive 1999/32/EC as amended.

## USEFUL LINKS

Further information on Directive 1999/32/EC as amended can be found on the following websites:

[ec.europa.eu/environment/air/transport/ships.htm](http://ec.europa.eu/environment/air/transport/ships.htm)  
[emsa.europa.eu/main/air-pollution.html](http://emsa.europa.eu/main/air-pollution.html)



# NEW LIMITS FOR THE SULPHUR CONTENT OF MARINE FUELS

INFORMATION FOR  
STATE AUTHORITIES,  
SHIP OWNERS, MASTERS,  
FUEL SUPPLIERS, AGENTS  
OR OPERATORS OF SHIPS  
ON DIRECTIVE 1999/32/EC  
AS AMENDED



[emsa.europa.eu](http://emsa.europa.eu)

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