



Cir. Nr. 3918/2014/74

Beirut, 21<sup>st</sup> May 2014

Dear colleagues,

Re: Free translation of the letter of Directorate General of Land & Maritime Transport  
nr. 3644/6 dated 9/5/2014 .

At the request of some colleagues, please find attached the free translation of the letter received from the Directorate General of Land & Maritime Transport nr. 3644/6 dated 9/5/2014, relating to the “Reducing of pollution and application of the maximum protections from air pollutants emitted from the exhausts of ships”.

Best regards.

President

Elie Emil Zakhour

Att.: the free translation of DGLMT letter nr. 3644/6 dated 9/5/2014.

FREE TRANSLATION

Nr. 3644/6

Beirut, May 9, 2014

To International Chamber of Navigation of Beirut

Subject: Reducing of pollution and application of the maximum protections  
from air pollutants emitted from the exhausts of ships. (Sulfur dioxide sox)

Reference: - MARPOL Protocol 1997 Annex IV

-EU law on the proportion of sulfur in the fuel of ship  
dated 21/11/2012- Directive 2012/33/EU

Referring to the above subject, the air pollution is a major environment risk of health. The emissions from ships exhausts: sulfur dioxide (Sox), nitrogen oxide (NOx), carbon dioxide, CO<sub>2</sub>, volatile organic compounds (VOC) particulates matters (PM), plus the substances that deplete the deliberate manner to the ozone layer, halon and CFCs. Also the emissions of sulfur dioxide from ships engines represent more than 60 per cent of the global emissions of sulfur dioxide from transportation means. The pollution of air from ships emissions represents more than 40 per cent of air pollution on the planet.

Thus, and according to the convention of MARPOL Protocol 1997, concerning the prevention of air pollution emitted from ships which came in force since May 19, 2005, and in addition to the law issued by the European Parliament nr. Directive 2012/33/EU dated November 21 , 2012 , and with respect to the proportion of the sulfur in bunker , all liner ships operating and navigating in the areas of the control of emission of sulfur dioxide “Emission Control Areas” must comply with the proportion of the sulfur dioxide in order to reduce the pollution of air caused by the emissions of sulfur dioxide and to use fuel more clean in response to the strong sharpness environmental legislation:

Emission control Areas (ECA) SO <sub>x</sub>	Proportion of Sulfur in the fuel of ship inside the “Emission Control Areas” (ECA)	Proportion of sulfur in the fuel of ship “Outside the Emission Control Areas”.(ECA)
<ul style="list-style-type: none"> <li>- Baltic Sea</li> <li>- North Sea</li> <li>- English Channel (which connects the North Sea with the Atlantic Ocean)</li> <li>- 200 miles west and east coasts of North America.</li> <li>- United States –</li> <li>- Caribbean including Puerto Rico and the Virgin Islands.</li> </ul>	<p>Up to 21.12.2014, the proportion of sulfur should not exceed 1% of the fuel of ship.</p> <p>-Starting from 1.1.2015, the proportion of sulfur should not exceed 0.1 % of the fuel of ship</p>	<p>The proportion of Sulfur should not exceed 3.5% in the fuel of ship</p>

All ships must keep a document of bunker receipt on board for 3 years .The Administration will take appropriate action against companies supplying fuel for ships in case it appeared that the fuel does not match the fuel as described in the document delivery . Moreover ship owners must notify the administration of any vessel supplied with fuel and reveal later that the fuel is not conform with the conditions.

General Director of Land and Maritime Transport.  
Engineer Abdul – Hafiz El-Kaissi