

Ref: SSA/132/18/EML

19 September 2018

To: All SSA Members

## **SSA – INCE & CO PANEL DISCUSSION ON SULPHUR CAP 2020**

**18 October 2018 | 1.30pm to 5pm | Marina Mandarin Hotel**

The international Maritime Organisation (IMO) has set a new global limit for the sulphur content in the fuel oil that is used on board ships. The current maximum is 3.5% mass by mass (m/m) for vessels operating outside a sulphur emission control area (ECA). Come **1 January 2020**, this will reduce to **0.5% m/m**. The requirement to use fuel oil with a sulphur content of less than 0.1% m/m within an ECA will remain in place. The new regulations will significantly reduce the amount of sulphur oxide emanating from ships. This will benefit the environment and the health of the global population.

Whilst the shipping industry recognises the importance of the environment and the benefits that the new regulations will bring, we foresee a number of practical, technical and commercial challenges. These challenges will not only affect ship owners but the entire shipping industry.

So how will ships comply with the new regulations? Will they:

1. Use new blends of compliant fuels that have a maximum sulphur content of 0.5% m/m.
2. Continue to use high sulphur fuel oil (HSFO) with a maximum sulphur content of 3.5% m/m. The continued use of HSFO requires the ship to be fitted with an approved exhaust gas cleaning system or scrubber; or
3. Use an alternative marine fuel such as liquefied natural gas (LNG) or methanol.

Each option comes with its own set of issues and challenges. Examples include: increased bunker costs; availability of compliant fuels and HSFO; Installation and running costs of an approved exhaust gas cleaning system; technical issues related to the use of new fuels; and compliance and enforcement.

At this stage it is unclear which option will prove to be the most cost effective and efficient. The shipping industry is currently split on how best to prepare for implementation of the global sulphur cap on 1 January 2020. This is just a brief overview of the issues and highlights why the impending IMO global sulphur cap is a "hot topic" right now within the industry.

The Singapore Shipping Association (SSA) in conjunction with Ince & Co in alliance with Incisive Law are organising a panel discussion on the global sulphur cap. The panel discussion will take place on Thursday 18 October 2018, at the Marina Mandarin Hotel, Singapore.

The Panel discussion will be moderated by David Roberts, Managing Director of the Standard Club Asia and will include panellists from across the industry who will each give their own individual views on the global sulphur cap.

The event is intended to be interactive, so if you have any questions or thoughts, please join us for what will hopefully be a lively discussion.

### **Seminar Details**

**Date:** 18 October 2018  
**Time:** 1.30 pm – 5 pm  
**Venue:** Marina Mandarin, Level 1, Taurus Room  
[Click here for map](#)

### **Programme**

*1.30pm  
Registration/Networking*

*2.00pm  
Opening Speech*

*2.10pm  
Panellist Introduction*

*2.20pm  
Panel Discussion*

*4.10pm  
Networking/Refreshments*

*5.00pm  
End of Event*

### **Registration Details**

Kindly fill in the registration form in this [link](#) and return to the following email:  
[Registration@ssa.org.sg](mailto:Registration@ssa.org.sg)

### **Contact Us**

Corporate  
Communications at:

Tel: 6305 2269  
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## Panellists

[Click here for bio](#)



**David Roberts**  
Managing Director  
Standard Asia



**Nicolas Treen**  
Marine Engineer  
London Offshore  
Consultants Pte Ltd



**Phillip Harwood**  
Fleet Director  
Petredec



**Punit Oza**  
General Manager  
Klaveness Asia Pte Ltd



**Douglas Raitt**  
Global FOBAS Manager  
Lloyd's Register



**Abhishek Pandey**  
Head of Ship Financing and  
Leasing activities  
Standard Chartered Bank



**Harry Hirst**  
Partner  
Ince & Co

**This seminar is jointly organised by:**



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