



International Association of Ports and Harbors (IAPH)

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Resolution on LNG Fuelled Ships Adopted on May 9, 2013 at the 28th IAPH World Ports Conference in Los Angeles, USA

NOTING that LNG fuelled ships are already operationalⁱ, mainly in the northern European region,

NOTING that the sulphur limit for fuel in designated SO_x Emission Control Areas (SECA) from the beginning of 2015 drops to 0.1%,

ALSO NOTING that for NO_x-emissions of ships' engines tier III applies in designated NO_x Emission Control Areas (NECA) for newly built ships beginning in 2016,

NOTING FURTHER that the international scheme of ECA's has expanded to the North American waters and the Caribbean Seaⁱⁱ, as well as for SO_x and NO_x; and that in Europe most probably the already designated SECA's in due time will also be designated as NECA's,

BEING AWARE that LNG as ship fuel is quite superior to bunker oil from an environmental point of view: reducing ship air emissions of Sox, Particulate Matter (PM) and NO_x drasticallyⁱⁱⁱ, and of CO₂ to a certain degree,

BEING AWARE that LNG as a fuel is an attractive option for ship owners from an economic point of view and that LNG as fuel meets the requirements of the SECA as well as the NECA,

RECOGNIZING that while LNG as a fuel is now mainly used in smaller ships, shipping companies and technical designers are developing the application of LNG in larger ships,

RECOGNIZING FURTHER that LNG fuelled ships have various challenges such as substantial space requirements for fuel tanks, the scarcity of bunkering stations in trade lanes and a lack of rules or guidelines on safe bunkering.

THUS RECOGNIZING that LNG as a fuel can be an advantageous option for the whole maritime industry, both from an economic and an environmental point of view,

REMEMBERING that IAPH in the World Ports Climate Initiative (WPCI) in 2011 spearheaded the establishment of the project "LNG fuelled Vessels"; this project aims to harmonize the approach amongst ports in dealing with LNG as a fuel,

On a proposal duly seconded, it is unanimously resolved that

1. IAPH urges ports especially those located in ECA waters to incorporate in their strategic planning the possibilities and chances of LNG fueling and consequently to make efforts to develop appropriate facilities and safety rules for supplying LNG fuels to ships calling at their ports.
2. IAPH calls upon international organizations such as IMO to continue their work with the international code^{iv} of safety for ships using LNG as a fuel as this is one of the preconditions



Since 1955

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- for a growing worldwide use of LNG as a fuel.
3. IAPH calls upon States and regional governments to take an active role in harmonizing regulations of LNG fueling in ports with regard to local safety, fire fighting and environment.
 4. IAPH calls upon both the shipping industry and the port industry to consider inclusion of LNG fueling procedures in their educational planning for crew and staff, where appropriate.
 5. IAPH invites ports to join the WPCI project “LNG fuelled Vessels”.

ⁱ Total 30 plus ships using LNG fuel are in operation in 2012

ⁱⁱ North America ECA from August 2012, Caribbean Sea ECA from January 2014 (and from January 2016 also applicable as NECA)

ⁱⁱⁱ Almost zero emission of SO_x, 80-90% reduction of NO_x, reduction of PM and CO₂ to a certain degree

^{iv} IMO is now drafting an international code: “International Code of safety for ships using gases or other low-flash point fuels” (IGF Code)