

The purpose of the TP&I News is to provide the latest news for the shipowners, charterers, as well as any other maritime interests around the globe. Each issue of TP&I News will include a focused review section of several articles on a topic of current interest.¹

1. Saudi Arabia: New Shipping Service Line

The Saudi Ports Authority (Mawani) has announced the addition of Jubail Commercial Port to the India to East Med shipping service by MSC (Mediterranean Shipping Company).

With the arrival of container vessel MSC ELLEN, the Saudi ports sector is set to welcome yet another trade link from leading shipping lines who are increasingly choosing the Kingdom as a vital port of call given its strategic location at the crossroads of three major continents besides being home to world class logistics infrastructure.

The new service will connect the Kingdom to Turkey, the Indian Subcontinent, Africa, and the Middle East via weekly sailings to the ports of Khalifa, Jebel Ali, Hamad, Karachi, Mundra, Hazira, Alexandria, Tekirdag, Aliaga, Mersin, and King Abdullah on board five vessels that have an average carrying capacity of 8,000 TEUs. The latest route will play a pivotal role in positioning Jubail Commercial Port as a competitive hub and uncover a host of value-added opportunities for importers, exporters, and shipping lines in line with the objectives of the National Transport and Logistics Strategy (NTLS).

Source: Saudi Ports Authority (Mawani)



2. The Port of Valencia: first hydrogen test for refuelling station

With the arrival of the new year, the Port of Valencia is once again taking a step forward in its commitment to the fight against climate change and decarbonisation. The technicians from Valeciaport, the National Hydrogen Centre and the company Carbueros Metálicos who are taking part in this initiative will supervise this operation which is being carried out for the first time in a Spanish port.

Specifically, throughout the month, different tests will be carried out with materials such as nitrogen, helium and hydrogen to test the elements and mechanisms that make up the hydrogen generator of the Port of Valencia.



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This loading test will be the starting point for supplying hydrogen to the prototypes of the container stacker and 4x4 tractor unit that will begin operations at the Valencian enclosure this year. With this action, Valencia is positioned as the pioneering and emblematic port in Europe in the development of hydrogen technologies.

Valenciaport is committed to the fight against climate change and decarbonisation through different actions with the aim of becoming an emissions neutral precinct by 2030. Hydrogen is one of the lines of work being carried out by the Valencia port, which has been recognised by the Spanish Government as a benchmark within the framework of the 'Hydrogen Roadmap'.

Source: Port Authority of Valencia



3. Implementation of MARPOL Annex VI Regulations in the State of Israel

As from 23 of February 2023, The State of Israel national regulations implementing MARPOL Annex VI convention will come into force. (Port Regulations (prevention of air pollution from ships), 2022)

The new regulations prohibit the use of fuel oil with a Sulphur content of more than 0.10 per cent when mooring alongside port or in anchorage ports limit area, unless an exhaust gas cleaning system (EGCS) is fitted.

Carrying non-compliant fuel on board as from 23 of February 2023 on ships which are not fitted with EGCS, will be subject to port State control actions.

3.1. Options to comply with the 0.50 % m/m fuel oil Sulphur limit

- i. Switch from high Sulphur fuel oil (HSFO) to a lower sulphur fuel oil of which Sulphur content must not exceed 0.50% m/m, or a new type of residual fuel known as low sulphur fuel oil (LSFO) which approved by ship flag.
- ii. Continue to use HSFO and process air emissions through an exhaust gas cleaning system (EGCS), more commonly called "scrubber", which must be fitted on board the ship.
- iii. Using electric shore connection – (available at Israel Bay-port).



3.2. Fuel Oil Non-Availability Reports (FONAR)

Where compliant fuel oil cannot be obtained, despite best efforts, the master, agent or owner must immediately notify the vessel's flag State Administration and the Competent Authority of the vessel's next port of destination. This notification, commonly referred to as a Fuel Oil Non-Availability Report (FONAR), must be submitted as soon as the master becomes aware that compliant fuel cannot be sourced.

The FONAR must include evidence of actions taken to obtain compliant fuel oil and show that, despite best efforts to obtain compliant fuel oil, no such fuel oil was available. Best efforts to obtain compliant fuel oil include, but are not limited to, investigating alternative sources of fuel oil before commencing the voyage and effectively planning to source fuel before arrival at the intended port of destination.

When a FONAR is submitted, the master and operator of the vessel should have a plan on what contingency measures or actions will be taken to bring the vessel into compliance. If non-compliant fuel is bunkered, only enough non-compliant fuel should be bunkered to facilitate arrival at the next port where compliant fuel can be taken on board.

Where a FONAR is relied upon, a copy must be retained on board the vessel for inspection by Port State Control Officers (PSCO's) for at least 36 months.

A FONAR template is available on the Israeli administration website for use for all vessels unable to obtain Sulphur compliant fuel oil. A copy of this FONAR must be sent to the Israeli administration by email, with the vessel name included in the email title, to techni@mot.gov.il.

We thank to our correspondent, Ilan Goldenberg, Harpaz P&I, for providing us this information.