



# SIERRA LEONE PORTS AUTHORITY

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Dear Sir

## Introduction

IMO 2020 is a term used to describe the implementation of the Regulations to Annex VI of the International Convention for the Prevention of Pollution from Ships (MARPOL). MARPOL is one of the most important international marine environmental conventions and IMO 2020 aims to improve air quality and protect the environment by reducing Sulphur Oxide produced by ships.

With effect from January 1, 2020, ships will be required to use:

1. fuel oils with a Sulphur content of 0.5 percent m/m or lower;
2. an approved equivalent means of compliance such as exhaust gas cleaning systems (EGCS) commonly referred to as "scrubbers"; or
3. Non-fuel oil alternatives such as switching to Liquefied Natural Gas (LNG) as fuel.

It is anticipated that, at least initially, most ships will utilize new blends of fuel oil which meet the 0.5 percent limit on Sulphur in fuel oil or compliant marine gas or diesel oil.

It is important to note that IMO 2020 will not affect designated emission control areas (ECAS) where there is already a stricter Sulphur limit of 0.1 percent m/m in place, such as in the Baltic Sea, the North Sea, the North American ECA and the US Caribbean ECA as well as the 0.1 percent Sulphur cap already in place in European Union ports.

## Implementation and enforcement of IMO 2020

Following the 74<sup>th</sup> session of the IMO's Marine Environment Protection Committee (MPEC), the IMO released the 2019 Guidelines for Consistent Implementation of the 0.5 percent Sulphur Limit under MARPOL Annex VI (the 2019 Guidelines), which aim at ensuring a consistent implementation of IMO 2020 across port and flag states. In addition, the 2019 Guidelines provide helpful guidance to state parties on interpreting their obligations under and implementing IMO 2020.

Enforcement, compliance and monitoring of the IMO 2020 Sulphur limit is the responsibility of the state parties that have ratified MARPOL and acceded to Annex VI and are therefore obliged to give effect to and enforce its provisions. Accordingly, this directive includes flag states (in whose registries ships are flagged) and port states obliged to enforce IMO 2020 within their territorial waters.

Port states must enforce the provisions of MARPOL by monitoring vessels within their territorial waters and reporting non-compliance to the relevant flag state. This reporting ensures that there is adequate low Sulphur compliant fuel available within their jurisdiction and provides shore-based facilities for the receipt and removal of scrubber waste. Against this background, the Sierra Leone Ports Authority in consultation with the Ministry of Transport and Aviation, had consented to implement this important International member state mandate in July, 2021. It is also important to note that Sierra Leone is 18 months behind the global mandate to implement IMO 2020 statutory instrument. In view of the above, the Sierra Leone Ports Authority will serve as the consulting Government agency to implement IMO 2020. Furthermore, the Port Authority will undertake a joint implementation of the same with a competent institution for efficiency and standardization.

### **The implementation of IMO 2020 in Sierra Leone**

Following consultative meetings between the Government of Sierra Leone and the Sierra Leone Ports Authority on one hand and registered shipping lines in Sierra Leone, on the other hand, several deliberations were held surrounding the implementation of IMO 2020 at the Port of Freetown. After careful consideration of the various outcomes from the consultative meetings, the Ministry of Transport and Aviation and Sierra Leone Ports Authority wishes to inform all Shipping lines and Registered Agencies that **the implementation of IMO 2020 in Sierra Leone will take effect from the July 15 2021. Below are the implementation guidelines for the attention of all Shipping lines and Agencies.**

#### **1.0 VALIDITY OF VESSEL'S COMPLIANCE CERTIFICATE**

- 1.1 The validity of the Compliance Certificate for vessels are as follows:
- a. Certificate for Vessels greater than 500 GRT will be valid for **7 days**
  - b. Certificate for Vessels lesser than 500 GRT will be valid for **5 days**

#### **2.0 IMO 2020 SERVICE CHARGE ON VESSELS CALLING AT THE PORT OF FREETOWN, PEPEL, NITTI AND DEDICATED VESSELS ANCHORAGE AREAS**

2.1 The IMO Implementation tariff is as follows

<b>NO</b>	<b>TOTAL BUNKER ONBOARD (MT)</b>	<b>TONNAGE COST PER METRIC TON (\$)</b>
1	001 - 300	15
2	301 - 500	14

3	501 - 750	13
4	751 - 1000	12
5	1001 - Above	11

### 3.0 IMPLEMENTATION TIMELINE AND INVOICING FORMALITIES

- 3.1 The commencement date will be on July 15 2021. This cuts across for all vessel types and sizes.
- 3.2 Invoicing will be per vessel attendance. Bill notification will be sent to the client immediately after attendance together with the Compliance Certificate.
- 3.3 Bill notifications will be accumulated on a monthly basis for each client, and a monthly invoice generated and sent to the client on the last day of each calendar month.
- 3.4 Based on the above commencement date, it is expected that the first set of invoices will be sent out to various clients on July 30 2021.

### 4.0 PENALTY ON VESSEL FOR NON COMPLIANCE WITH IMO 2020

The Port of Freetown will extend a grace period spanning from 15<sup>th</sup> July, 2021 – 31<sup>st</sup> August, 2021 for vessels that are non compliance.

Penalties would not be instituted against defaulting or Non- compliance vessels on or before 31<sup>st</sup> August, 2021. However, a non compliance report together with a warning letter would be issue to such vessel for corrective action to be taken against their next call at the Port and within this grace period as stipulated above.

Effective 1<sup>st</sup> September, 2021 ships owners and operators could face ship penalties of **\$15,000** (Fifteen Thousand United States Dollars) should they continue to carry fuel that contains sulphur content higher than 0.5 percent even though the ship has an exhaust gas cleaning system

It is also important to note that tariffs and fines attached therein are subjected to periodic reviews based on prevailing circumstances.

### 5.0 CONCLUSION

Much work remains to be done to ensure a consistent approach to compliance with IMO 2020. Given that Sierra Leone is 18 months behind the global implementation date (January 1, 2020); the Port Authority will take appropriate measures to ensure compliance by initial inspections based on documents and other methods such as remote sensing and portable devices. If there are clear grounds to conduct a more detailed inspection, sample analyses and other detailed inspections can be undertaken. The samples to be analyzed may be the representative samples provided with the Bunker Delivery Note.

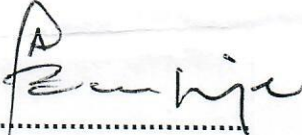
The Authority further wish to assure its valued clients that, All possible efforts will be made to avoid the ship being unduly detained or delayed; especially the sample analysis will not unduly delay the operation, movement or departure of ships.

Finally, the Authority wishes to express its sincere thanks and appreciation to all Shipping Lines and Agencies for your continued support towards improving our Port and our collective efforts towards meeting up with our international obligations.

**Yours faithfully**

**For and on behalf of**

**SIERRA LEONE PORTS AUTHORITY**



**Dr. Abdulai Fofana**  
**General Manager**

**Addressed to:**

The General Manager, Maersk Line, Sierra Leone  
The General Manager, CMA, CGM  
The General Manager, MSC  
The General Manager, Bollore Transport and Logistics  
The General Manager, OBT Shipping Agency  
The General Manager, SLNSC  
The General Manager, Trans Sahara Shipping Company  
The General Manager, Destiny Shipping Agency  
The General Manager, Integrated Service Solution  
The General Manager, AMA  
The General Manager, IMATRIX 101  
The General Manager, Global Logistics Shipping Company

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Deputy Minister of Transport and Aviation  
Permanent Secretary, MoTA  
Deputy General Manager, SLPA  
Operation and Monitoring Manager, SLPA  
Company Secretary, SLPA  
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