

## **The Fair Winds Charter 2013**

As operators of international ocean-going vessels, we recognize that emissions from our ships affect air quality in Hong Kong and the Pearl River Delta region. We believe that all stakeholders have a shared responsibility to improve the environment. Positive steps have been made in both the private and public sector to address the issue. We introduced the Fair Winds Charter ('FWC'), the world's first industry-led voluntary at-berth fuel switching initiative. The Hong Kong Government responded by introducing an incentive scheme in support of the industry's action.

### **WE RENEW OUR COMMITMENT TO:**

- Switch to a fuel with 0.5% sulphur content or less ('low sulphur fuel') while at berth in Hong Kong, to the maximum extent possible;
- Extend this voluntary initiative until 31 December 2013; and
- Collaborate within our sector and with the Hong Kong, Shenzhen and Guangdong governments to introduce regulation on ship emissions, consistent with international standards.

### **WE CALL ON THE HONG KONG GOVERNMENT TO WORK WITH THE INDUSTRY TO FURTHER IMPROVE EMISSION CONTROL EFFORTS:**

- By gazetting legislation for at-berth fuel switching or equivalent measures for all ocean-going vessels in Hong Kong by January 2014, so that there is a 'level-playing field' for the industry;
- By simplifying the process of operation of the port dues incentive scheme which offers incentives to operators switching fuel in Hong Kong;
- By encouraging the widest possible participation before the regulation is in place through an improved incentive structure;
- By cooperating with regional governments to develop pan-PRD regulation; and
- By ensuring a common control scheme across the PRD region for operational, safety and competitive reasons.

We believe that having switched fuel on a voluntary basis for 3 years, FWC signatories will have made a significant contribution towards addressing the issue of maritime emissions in Hong Kong. Without regulation, however, FWC participants are shouldering the cost of such actions whilst competitors are not obliged to bear the cost of reducing emissions.

If there is no substantial progress towards mandatory regulation by 31 December 2013, participating members may cease their voluntary fuel switching actions at that time.

We remain open to discussing with government and other stakeholders new initiatives (e.g. slow steaming) which can contribute to further reductions in marine emissions, leading eventually to the establishment of an Emissions Control Area ("ECA") for the whole PRD region.

We call on all stakeholders (including terminals, cargo owners, consumers) to support FWC 2013. In particular, we encourage other operators of ocean going vessels in Hong Kong waters to join FWC 2013. Furthermore, we encourage all stakeholders to join government and industry by participating in the spirit of FWC 2013.

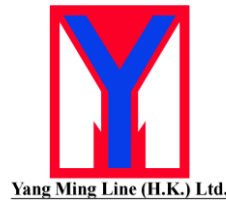
FWC 2013 Members:



CHINA NAVIGATION



**NYK LINE**  
NIPPON YUSEN KAISHA



Supporting Organisations:

