

Countries and Ports where Restrictions on EGCS Discharges apply

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Exhaust gas cleaning systems (EGCS) – more commonly referred to as scrubbers – are an accepted equivalent measure in complying with the IMO 2020 global sulphur cap. The use of scrubbers has split the shipping industry. Ports around the world continue to look at the impact of scrubber use in their waters.

Many ports and regions have already stated that they will not allow the discharge of washwater from open-loop scrubbers.

The table below summarises our understanding of the positions taken by ports that have or will prohibit the use of scrubbers or have placed conditions on their use. This information is to the best of our knowledge and is for guidance only. For up to date and definitive information, you should contact the local authorities or your agents.

This information has been researched and gathered in collaboration with the [Clean Shipping Alliance](#), and we are grateful to our network of correspondents and local sources for their valuable contributions.

We also thank our members who have kindly shared their experiences when visiting ports where there may be restrictions.

Country	Open loop EGCS discharge allowed?	Comments
American Samoa	No	In February 2024, a club Member shared advice they had received, informing that open loop EGCS operation was not permitted in Pago Pago.
Argentina	Yes – the prohibition is currently suspended	Regulation No. 15/2020 of the Environment Protection Bureau, which came into force on 10 August 2020, prohibited the discharge of washwater from the exhaust gas cleaning systems (EGCS) of national or foreign-flagged vessels into Argentinean jurisdictional, sea or river waters.

		<p>Pandi Liquidadores S.R.L. advise that on 24 September 2020, Prefectura Naval Argentina issued Resolution DISFC-2020-22-APN-DPAM#PNA that suspended the enforcement of the above Resolution 15/2020.</p> <p>IT&L Legal Consultants advise that this resolution took effect from 3 October 2020 and warn that this suspension is provisional, and the restrictions have not been permanently overturned.</p>
Australia	Yes – conditional and with exceptions	<p>AMSA has issued Marine Notice 12/2022—Requirements for the use of exhaust gas cleaning systems in Australian waters:</p> <p>The use of an EGCS is permitted in Australian waters as an option to comply with the low sulphur fuel requirements of MARPOL Annex VI</p> <p>AMSA is currently investigating the potential impacts of EGCS wash water discharges on Australian port environments and has commissioned a study to assess the potential cumulative impacts of wash water discharges from open-loop EGCS over time.</p> <p>The EGCS must be approved by the vessel’s flag State Administration, or a recognised organisation appointed by the flag State.</p> <p>The EGCS must also be operated in accordance with IMO requirements, including the IMO 2021 Guidelines for Exhaust Gas Cleaning Systems (resolution MEPC.340(77)).</p> <p>Prior to being discharged into Australian waters, EGCS wash water must comply with discharge water quality criteria set out in the 2021 EGCS Guidelines. While there are no prohibitions on the discharge of wash water from EGCS in Australian waters, some port Authorities may encourage vessels to avoid discharging wash water within port limits.</p> <p>The Clean Shipping Alliance advise:</p>

		<p>Port of Sydney: Cruise ships capable of accommodating more than 100 passengers in Sydney Harbour are required to use either low sulphur (maximum 0.10% m/m) fuel or an alternative measure that achieves an equivalent outcome i.e., EGCS.</p> <p>Port of Hastings: Discharges from EGCS into Westernport waters are not permitted. This is a more precautionary restriction on EGCS use based on the interpretation of the port regulations by the harbor master.</p>
Bahrain	Not permitted in port or at anchorage	<p>MARINE NOTICE: PMA/03/2019 states that open loop operation not allowed in port or at anchor</p> <p>Open loop operation is allowed in Bahraini territorial waters and exclusive economic zone (EEZ) as long as it can be proved that the discharge of washwater complies with MEPC.259(68) and there is no negative impact on marine ecosystems.</p> <p>The Clean Shipping Alliance advise:</p> <p>Vessels must obtain a permit from the Marine Safety & Environment Protection Directorate before discharging washwater anywhere in Bahrain waters.</p>
Belgium	Not permitted within 3nm of coast	<p>Belgian federal law states discharge only allowed in coastal and open seawaters when at least 3nm off coast.</p> <p>Discharges must not imperil EU Water Framework Directive objectives.</p> <p>Flemish regional law also confirms discharge not allowed in ports or inland waters.</p>
Belize	Not permitted in port or territorial waters	<p>The Clean Shipping Alliance advise:</p> <p>Discharge of Exhaust Gas Cleaning Wash Water prohibited in territorial waters and port areas (Marine Circular 01/2018 – BPA/MS/23-1/2018(98) dated 12/12/2018).</p>
Bermuda	Not permitted in port	<p>Ships equipped with Exhaust Gas Cleaning Systems (EGCS) shall seek the prior approval of the Environmental Authority before its use in Bermuda’s territorial waters.</p>

	Allowed in territorial waters subject to prior approval	<p>Wash-water and residue from the EGCS shall be not disposed of in Bermuda or discharged into Bermuda’s waters but shall be stored on board the ship until outside of Bermuda’s waters.</p> <p>See Government of Bermuda’s Environmental Policy for Ships at https://www.gov.bm/environmental-policy-ships.</p>
Brazil	<p>Current legislation allows discharge but is not consistently applied</p> <p>No discharge at Vale terminals</p> <p>No discharge at Port of Santos</p>	<p>Prior to 23 July 2020, advice received from local correspondents was the discharge of effluents generated by Scrubbers or Exhaust Gas Cleaning Systems (EGCS) is not allowed and the vessel, when in Brazilian waters, must operate with fuel within specifications (sulphur content up to 0.50% m/m). This was based on existing provisions in national legislation, namely Law 9.966/00.</p> <p>Correspondents Brazmar advised on 23 July 2020 that the Directorate of Ports and Coasts (DPC) / Navy changed their position, and that the discharge of wash water from open loop and/or hybrid Exhaust Gas Cleaning Systems (EGCS) is allowed within Brazilian Jurisdictional Waters until a competent environmental authority provides an assessment.</p> <p>Following further advice received in August 2022, we understand that:</p> <p>the assessment by a competent authority remains outstanding.</p> <p>the position of the Directorate of Ports and Coasts (DPC) and the Brazilian Navy to allow discharge is not consistently applied throughout the country. As such, there is no guarantee that other national and regional authorities will permit open loop operation in their jurisdictional waters.</p> <p>Vale instruct arriving vessels that the discharge of EGCS washwater is not allowed while operating in its Brazilian ports and terminals. Vale recommends that vessels should be changed over to compliant fuel before entering contiguous zone or coastal waters (24 nautical miles from coastline).</p> <p>Correspondents Proinde advised on 12 December 2022 that Santos Port Authority (SPA) has joined those who have expressly prohibited the operation of open-loop scrubbers and washwater discharges.</p>

		<p>The Clean Shipping Alliance advised in 2021: As a result of CSA engagements, the Brazilian Environmental Authority (IBAMA) sent a formal letter confirming that the Directorate of Ports and Coasts (DPC) has the authority to regulate the country's jurisdictional waters.</p>
Canada	Not permitted in Vancouver	<p>The Vancouver Fraser Port Authority's (VFPA) will prohibit the discharge of wash water from exhaust gas cleaning systems when vessels are anchored in the port or moored at a berth from 1 March 2022.</p> <p>The VFPA have indicated that the VFPA's Harbour Patrol crew will be responsible for enforcement activities through random checks on vessels.</p>
China (P.R.)	Not permitted in Inland river Emission Control Areas (ECAs), Port areas within coastal ECAs and Bohai Sea	<p>China MSA guidance prohibits the discharge of water washings from open- loop scrubbers in certain areas. The prohibited areas are:</p> <ul style="list-style-type: none"> Inland river Emission Control Areas (ECAs); Port areas within coastal ECAs; and Bohai Sea – the sea area within lines connecting the junction point of shorelines of Dandong, Dalian and shorelines of Yantai, Weihai. <p>The guidelines also prohibit the incineration of the water washing residues from any type of exhaust gas scrubber. Ships are required to keep accurate records of the stowage and disposal of the washing washings.</p> <p>If a vessel is not able to store the washing water it is required to switch to low sulphur fuel (not exceeding 0.5%) prior to entering the above areas. The guidelines also state that under certain circumstances a vessel may apply for an exemption if it uses fuel that does not meet the MSA's requirements.</p> <p>A copy of the MSA's guidelines for ships operating within the ECAs, including enforcement details can be found here.</p>
Croatia	Not permitted in port	<p>The Clean Shipping Alliance advise that the Ministry of the Sea, Transport and Infrastructure Notice from 27/10/2017 states only loop operation is allowed.</p>

Cyprus	Yes – conditional	<p>The Clean Shipping Alliance advises:</p> <p>In accordance with CPA Regulations of CA 373/2016 Part II – Cyprus Port Authority, ships requiring to use ECGS at Cyprus’ ports or anchorage area must submit a written request for assessment and approval by the CPA at least 48 hours prior to the arrival of the ship. The written request shall provide the following detailed information:</p> <p>the location that ECGS will be used (port, anchor); and</p> <p>the type of ECGS.</p>
Denmark	Not permitted after 1 July 2025	<p>In April 2024, the government has reached an agreement on a ban on the discharge of scrubber water into Danish territorial waters 12 nmiles from coast). The ban will take effect on July 1, 2025.</p> <p>Under the agreement, ships must switch to either compliant fuel or closed-loop scrubbers.</p> <p>It is expected that the ban will extend to cover closed scrubbers from July 1, 2029.</p>
Egypt	Not permitted in Suez Canal	<p>Suez Canal:</p> <p>Suez Canal Authority has issued Circular 08/2019. Clarification on this circular is provided here.</p> <p>The authority puts no conditions or restrictions on marine fuels until Egypt ratifies MARPOL Annex VI – as such, sulphur cap is not in force.</p> <p>Wash water from open-loop scrubbers is not permitted to be discharged during transit of the canal.</p>
Estonia	Yes – conditional	<p>Circular Number 4 (21.10.19) refers to paragraph 10.1.6.1 of MEPC 184(59) and the restrictions on discharging chemical ECGS wash water including enclosed ports and estuaries.</p>

		<p>See: https://veeteedeamet.ee/sites/default/files/content-editors/clarification_of_exhaust_gas_cleaning_system_egcs_operations_in_territorial_waters_and_ports_of_estonia.pdf.</p> <p>Exceptions for discharge into the sea are made if the ship operator can demonstrate that the washing water meets international requirements, required pH levels and does not cause adverse effects on human health or the environment.</p> <p>Prior authorisation is always required to discharge into the port area.</p> <p>The Water Act which entered into force on 01.10.2019 does not treat washing water discharges as a violation of pollutant discharge from ships, if in compliance with MARPOL.</p> <p>The use of closed-loop EGCS is permitted in the territorial waters and ports of Estonia, if it meets the relevant requirements and is certified, however discharging of the waste water is not permitted.</p>
Finland	Not permitted in Port of Porvoo	<p>The Clean Shipping Alliance advise:</p> <p>Open loop discharge not permitted in harbour area of port of Porvoo.</p> <p>Ministry of Transport and Communications informs: Under Finnish legislation, the discharge of wash waters from open-loop scrubbers is allowed in Finnish ports and territorial waters. However, some ports have restricted the discharge in the port area under their own competence.</p>
France	Not permitted within 3nm	<p>In July 2021, the French authorities issued Proposed Amendments to Division 213 – Pollution Prevention – Prohibition of the discharge of open loop scrubbers from the limit of 3 nautical miles.</p> <p>The Budd Group advise that the prohibition took effect on 1 January 2022, and applies to all French and foreign commercial vessels with open loop scrubbers. To comply, the ships concerned must, during their operations in the coastal area and in the port enclosures, stop using their scrubbers and use fuel with a sulphur content that complies with the regulatory ceilings. Compliance with the measure will be monitored by ship safety inspectors. The penalties</p>

		applicable in the event of an infringement may start at 4,000 euros for the Master of the vessel and go up to 7 years' imprisonment and a fine of 10.5 million euros depending on the vessel concerned.
Germany	Not permitted in Inland Waterways, canals and ports within inland waterways	EGCS discharge is not permitted according to the convention on the collection, deposit and reception of waste generated during navigation on the Rhine and other inland waterways (CDNI Convention). Restrictions apply to all inland waterways intended for general traffic except for the German part of Lake Constance and the stretch of the Rhine upstream of Rheinfelden. https://www.cdni-iwt.org/presentation-of-cdni/?lang=en .
Ghana	Not permitted in ports or in territorial waters	The Clean Shipping Alliance advise: Ghana Maritime Authority informed the CSA that the Administration does not allow the operation of open-loop scrubbers in Ghanaian waters.
Gibraltar	Not permitted in port or in territorial waters	Closed loop scrubbers are permitted in Gibraltar waters, Hybrid scrubbers operating in closed loop mode are also permitted. Open loop scrubber are temporarily not permitted as a precautionary measure until the Gibraltar Government arrives at a definitive policy decision with regards to (solely) open loop scrubbers.
Hong Kong	Yes – permitted	A ban on EGCS wastewater is not listed, however Hong Kong regulation L.N 135 of 2018 states that an exemption from use of non-compliant fuel is granted if the authorities are satisfied with the abatement technology used to reduce sulphur dioxide emissions. More detail on this and the duration of exemption can be found by accessing the document via here: https://www.elegislation.gov.hk/hk/2018/ln135!en .

India	Yes	<p>Permitted in accordance with DIRECTORATE GENERAL OF SHIPPING, MUMBAI – DGS Circular No 02 of 2023: Corrigendum to DGS Circular No. 02 of 2019 – Compliance with the provisions of MARPOL Annex VI, Regulation 14 - reg</p> <p>The Director General of Shipping, requires any port or local authority proposing to prohibit open loop operation from their port or imposing any additional requirements, including, changeover to low sulphur fuel oil, shall submit their request to the Director General of Shipping, along with the risk and impact assessment. If approved, a list of such ports where entry/berthing of ships with alternate means of compliance to IMO 2020 is prohibited shall be published on DGS web site, under intimation to the IMO and a letter issued to the respective port authority for public display and for duly alerting the ships calling their ports, in advance. No port in India shall prohibit or impose additional measures on ships certified for alternate means of compliance to IMO 2020, unless authorized by the competent authority as above.</p> <p>The Clean Shipping Alliance advise:</p> <p>The use of open loop EGCS is permitted in all Adani ports, provided that they comply with IMO requirements.</p> <p>This latest information (Circular no. APSEZL/Marine/18/2020, 5 November 2020) reverses a previous decision (Circular no. APSEZL/Marine/16/2020, 3 October 2020) to restrict the use of open loop scrubbers:</p> <p>“We have received representation from Trade with reference to Trade Circular No: APSEZL/Marine/16/2020. Mundra Port has always supported the Trade and taking cognizance of the representations we have decided to revoke Trade Circular No: APSEZL/Marine/16/2020 dated 03rd Oct’20.”</p> <p>New circular APSEZL/Marine/18/2020 dated 5 Nov 2020 supersedes Trade circular No.16.</p> <p>All ships calling Mundra port are advised to strictly comply with guidelines mentioned in attached DGS circular.”</p>
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Ireland	Not permitted in ports of Dublin, Cork and Waterford	<p>Dublin: Refer to Port of Dublin’s NOTICE TO MARINERS No. 37 of 2018 Prohibition on the Discharge of Exhaust Gas Scrubber Wash Water http://www.dublinport.ie/wp-content/uploads/2018/06/37-2018-Prohibition-on-the-Discharge-of-Exhaust-Gas-Scrubber-Wash-Water.pdf.</p> <p>Waterford: Port of Waterford weblink http://www.portofwaterford.com/news/marine-notice-prohibition-on-the-discharge-of-exhaust-gas-scrubber-wash-wa.</p> <p>The Clean Shipping Alliance advise:</p> <p>Cork: Notice to Mariners 15/2018 dated 12/01/2018 “Prohibition on the Discharge of Exhaust Gas Scrubber Wash Water” can be read here.</p>
Israel	Not permitted in port and anchorage areas	<p>Official notice MP27 dated 11 January 2023 issued by the State of Israel Ministry of Transport regarding the new fuel sulphur regulations, states that discharging of wash water from open loop mode EGCS (scrubber) is prohibited when ship is berthing alongside in any Israeli port, including ports anchorage area.</p> <p>Read the notice here.</p>
Ivory Coast	Not permitted in port or territorial waters	<p>No formal documentation sighted or referenced, but Abidjan agents have advised open loop operation is prohibited in territorial waters.</p>
Kenya	Not permitted within Kenyan port limits	<p>The Clean Shipping Alliance advise:</p> <p>Kenya’s National Guidelines for Implementation of IMO 2020 December 2019 include:</p> <p>7.1. The discharge of wash-water from open-loop scrubbers is prohibited in the Kenyan Ports limits. This is to maintain the standard of Kenya marine water quality.</p> <p>7.2 While in the port of Mombasa, ships fitted with hybrid type of scrubbers shall switch to the closed- loop mode of operation. Ships fitted with open-loop scrubbers shall switch over to compliant fuel oil.</p>

<p>Latvia</p>	<p>Yes – conditional</p>	<p>Although there are no specific regulations prohibiting the use of open-loop scrubbers, local correspondents advise that national authorities are taking the general position that the discharge of wash-water from open-loops scrubbers is not permitted in territorial and port waters.</p> <p>The Clean Shipping Alliance advise:</p> <p>Maritime Administration of Latvia informs: According to national legislation there are no restrictions on discharge of wash water from open loop scrubber systems in Latvia (within the territorial sea of Latvia).</p> <p>Harbour Master Port of Riga informs: There are no special rules regulating operation of class-approved exhaust gas cleaning system operation in port of Riga, therefore discharge of washwater generated by the open loop EGCS is allowed in the port.</p>
<p>Lithuania</p>	<p>Yes – conditional</p>	<p>Although there are no specific regulations prohibiting the use of open-loop scrubbers, local correspondents advise that national authorities are taking the general position that the discharge of wash-water from open-loops scrubbers is not permitted in territorial and port waters.</p> <p>The Clean Shipping Alliance advise:</p> <p>Deputy Harbour Master of Klaipeda Port informs (with reference to) https://e-seimas.lrs.lt/portal/legalAct/lt/TAD/TAIS.389888/asr).</p> <p>Lithuanian legislation allows to use the open loop scrubbers wash water discharges in Lithuanian EEZ as well, at the port of Klaipeda, only if those using the sodium hydroxide (caustic soda) as a main reagent and pH has to be strictly less than 8.0 in the discharged wash water. All other chemical reagents alternative to sodium hydroxide is strictly prohibited at LTU areas and has to use CLOSED LOOP method.</p>
<p>Malaysia</p>	<p>Not permitted within territorial waters</p>	<p>Malaysia shipping notice MSN 07/2019 prohibits the use of open loop scrubbers within 12 nautical miles from land. Vessels calling at Malaysian ports must operate in closed loop mode or change over to compliant fuel before arrival. MSN072019 (2).pdf.</p>

Mauritius	Not permitted within territorial waters	<p>The Clean Shipping Alliance advise:</p> <p>Merchant Shipping Notice 2 of 2019 includes:</p> <p>3.9 ...except in the case of innocent passage, ships proceeding to Mauritius or other islands forming part of the territory of Mauritius that use high sulphur fuel oil (HSFO) in combination with open-loop scrubber shall changeover from HSFO to compliant fuel oil whenever they enter the territorial waters of Mauritius i.e. within 12 nms from the shore. Environmental legislation presently in force in Mauritius prohibits the discharge of wash water from open-loop scrubber.</p>
Mexico	No	Article 76 of Mexican Laws on Navigation and Maritime Trade (Ley de Navegacion y Comercio Maritimos) prohibits the discharge of an open loop scrubber and/or closed and hybrid systems. Disposal ashore can be arranged with certified companies in Mexico.
Mozambique	Not permitted in port of Nacala	<p>The Clean Shipping Alliance advise:</p> <p>As per Decree 45/2006, the COO of the Nacala Port stated in March 2021 that the discharge of the washwater is not allowed in the Nacala Port.</p> <p>Harbour Master for the Port of Maputo informs in March 2021 that:</p> <p>a) Open loop scrubbers are allowed in the Mozambique territorial waters as long as they are working properly and following all the regulations.</p> <p>b) Within ports, estuaries or bays where the water salinity values fall from the standard ones considered for salt water (1,025 or more), open loop scrubbers are not allowed and the ships must operate using compliant fuel.</p>
Namibia	Yes	In February 2024, a club Member shared advise they received that no restrictions in place at the port of Walvis Bay.
New Zealand	Yes – but discouraged	Maritime NZ issue ‘Guidance on the use of exhaust gas cleaning systems (scrubbers) for ports, regional authorities and ships’. The guidance is non-statutory, but MNZ encourages the industry to implement the following measures until work currently underway in respect to the use of scrubbers has been completed.

		<p>They request that all ships carrying scrubbers and operating in New Zealand’s territorial waters engage with the relevant port and regional authorities, and as a precautionary measure that where possible they avoid discharging scrubber effluent close to shore by utilising alternate options such as:</p> <p>preparing for entry into New Zealand waters by carrying compliant low sulphur fuel in order to use this when operating in sensitive environments, as identified by the relevant regional authorities.</p> <p>operating closed loop scrubber functionality in zero discharge mode and retaining any effluent on board until able to dispose of at the next available port facility.</p> <p>discharging any open loop scrubber washwater outside territorial waters.</p> <p>https://www.mfe.govt.nz/marine/guidance-use-of-exhaust-gas-cleaning-systems-scrubbers.</p>
Norway	<p>Not permitted in World Heritage Fjords sea areas of Geirangerfjord and Nærøyfjord</p> <p>Not permitted in ports of Eidfjord and Stavanger</p>	<p>The World Heritage Fjords sea areas of Geirangerfjord and Nærøyfjord restrict the use of open loop scrubbers, but not closed loop. Section 14b of the relevant Norwegian Maritime Authority’s regulation can be accessed at: https://www.sdir.no/en/shipping/legislation/directives/amendments-to-the-regulations-on-environmental-safety-for-ships-and-mobile-offshore-units/.</p> <p>Eidfjord – closed loop operation only: https://www.cruise-norway.no/viewfile.aspx?id=5697</p>
Oman	Not permitted in	Open-loop scrubber discharge is not permitted in Oman territorial waters

	ports or territorial waters	<p>The Clean Shipping Alliance advise:</p> <p>Marine Notice No. 09/2020 includes:</p> <ol style="list-style-type: none"> 1. Ships that use open-loop ship exhaust gas- cleaning systems is prohibited from discharging washing water into Omani ports and territorial waters. 2. Ships that use hybrid exhaust gas cleaning systems must switch from the open loop mode to the closed loop mode when they reach the territorial waters and keep the washing residues on board and dispose of them in the designated facilities at the port. 3. Ships using closed-loop exhaust gas cleaning systems must be keep the washing residues onboard when they reach territorial water and dispose of it at designated facilities at the port.
Pakistan	Not permitted in port waters of Karachi and Bin Qasim	<p>The Government of Pakistan Ministry of Maritime Affairs (Ports and Shipping) Circular 001/2020 (Click Here) prohibits the discharge of wash-water from open loop scrubbers. If closed loop scrubbers are not in use then compliant fuel should be used and changed over before arriving in port waters.</p>
Panama	Not permitted in Panama Canal	<p>NT NOTICE TO SHIPPING No. N-1-2020 “Vessel Requirements”, Section 31 states the following and can be accessed here.</p> <p>The use of open loop scrubbers or hybrid scrubbers in open loop mode is prohibited in Panama Canal waters. Vessels opting to use closed loop scrubbers or hybrid scrubbers in closed/ zero discharge mode shall submit documents to the panama-canal authority as detailed in section 31 E.</p>

		Additionally, Section 28 (5) of the same document states: “Residues from the Exhaust Gas Cleaning System (EGCS) wash-water are to be collected on board. Discharging these residues into the water bodies under the responsibility of the Panama Canal or incinerating them on board is not permitted.”
Portugal	Not permitted in ports of Aveiro, Leixoes, Lisbon and Sines	Use of open loop scrubbers are not allowed in ports of Aveiro, Leixoes, Lisbon and Sines from entry of the ship into the port, along the port channel and at berth (moored), until the ship leaves the port. Only closed loop operation is allowed. The Clean Shipping Alliance advise: Although the Decree-Law no. 170/B/2014 allows the use of the open loop scrubbers as an alternative option to the compliant fuel, the ports’ administrations can go beyond the federal regulation and apply additional restrictions. Use of open loop scrubbers are not allowed from entry of the ship into the port, along the port channel and at berth (moored), until the ship leaves the port. Only closed loop operation is allowed.
Qatar	Not permitted in ports or territorial waters	The Clean Shipping Alliance advise: Qatar Petroleum MIC [Mesaieed Industrial City] Port Information and Regulations Guide – January 2020 states: “Also, as per Qatari Environmental Law, wash water originated from the open loop scrubbers, containing chemicals and /or metals are PROHIBITED to be discharged in Qatari waters.”
Romania	Not permitted within port limits	The Clean Shipping Alliance advise: Information from Romanian Naval Authority dated 30/03/2021 states there is no restriction of using open-loop EGCS into Romanian territorial waters but use is forbidden within port limits.
Saudi Arabia	Not permitted in ports or territorial waters	As detailed in Circular 55-2020 , Saudi Port Authorities have banned exhaust wash water discharges from open loop EGCS systems in Saudi ports until an environmental standard is issued in this regard. The Circular also states that Saudi GAMEP authority prevents discharge in territorial waters.

Singapore	Not permitted	<p>Maritime and Port Authority of Singapore (MPA) ban on the use of open loop scrubbers took effect on 1 January 2020.</p> <p>See https://www.mpa.gov.sg/web/portal/home/singapore-registry-of-ships/about-srs-and-what-new/IMO-2020-Fuel-Oil-Sulphur-Limit.</p> <p>The Clean Shipping Alliance advise:</p> <p>This ban not apply to ships transiting the Traffic Separation Scheme (TSS) without calling into the Port of Singapore.</p>
Slovenia	Not permitted in ports or territorial waters	<p>The Clean Shipping Alliance advise:</p> <p>Information from the Slovenian Maritime Authority dated 23/03/2021 refers to “Water Act” (Official gaz. no. 67/02) in detail: the Article 66, paragraph 4. The discharge of washwater of open-loop EGCS is prohibited, furthermore even the use of an open-loop EGCS in Slovenian waters is prohibited (only closed-loop EGCS is allowed).</p> <p>Article 66 (navigational practices related to water pollution):</p> <p>(4) Waste water generated on vessels shall be prohibited from being discharged into waters directly from vessels, except for unpolluted cooling. water.</p>
Spain	Not permitted in ports of Algeciras, Valencia, Cartagena and Huelva. Restricted use in Bilbao and Cadiz.	<p>Correspondents advise to check with each particular Harbour Master and Port Authority. They further advise that the use of open loop scrubbers is prohibited at the Spanish ports of Algeciras, Cartagena, Valencia and Huelva.</p> <p>The Clean Shipping Alliance advise in ports of Bilbao and Cadiz the use of EGCS is restricted within port limits. Documentation must be submitted and approved by the harbor master before EGCS can be used in port.</p>

Sweden	Not permitted in ports of Gothenburg, Stockholm, Trelleborg and Petroport, Stenungsund	<p>Whilst there is no nationwide ban in Swedish waters on the use of open loop scrubbers, some ports have placed local restrictions:</p> <p>Stockholm – North’s correspondents advise that there is an open loop scrubber ban in Stockholm.</p> <p>Trelleborg – Chalmers University in Gothenburg advise of ban of open loop scrubbers in port of Trelleborg. See section 29 of the Swedish language version of the Trelleborg port regulations (https://www.trelleborgshamn.se/wp-content/uploads/2020/01/Hamnordning-G%C3%A4llande-fr%C3%A5n-1-januari-2020.pdf).</p> <p>Gothenburg: The Clean Shipping Alliance advise port regulation item 8.10: It is not permitted to discharge contaminated water within the port area. Scrubbers used for exhaust gas cleaning are only permitted if operated in close loop mode. (Click Here).</p> <p>Petroport, Stenungsund – See section 12 of harbour regulations which state “Vessels calling at the Port are not allowed to use Open-loop System for scrubbers”. See http://www.petroport.se/wp-content/uploads/2019/11/PetroPort-Harbour-Regulations-2016_v8-nov-2019-1.pdf.</p>
Turkey	Not permitted in ports or territorial waters	<p>Vitsan Mümessillik ve Müşavirlik A.Ş advise that the Ministry of Environment and Urbanization of Turkey announced on 6 April 2021 that washwater discharge of open-loop scrubbers is prohibited in Turkish waters. Vessels operating with open-loop scrubber must switch sulphur-compliant fuels when entering / sailing in Turkish waters. Turkish authorities may impose a pollution fine on vessels that do not comply with the regulation.</p> <p>Vitsan circular regarding the scrubber usage in Turkey can be read here.</p> <p>The Turkish Chamber of Shipping Circular on the subject can be read here.</p>
United Kingdom – England	Not permitted at berth in Port of Tilbury	<p>The PLA allows the use of both open and closed loop scrubbers in the tidal Thames until further evidence is presented. However, open loop scrubbers are not permitted at any berths operated by the Port of Tilbury. Other individual berth operators may have their own restrictions on the use of scrubbers, agents/owners are therefore advised to contact any berth operators directly for advice. http://www.pla.co.uk/assets/nabso15of2020-exhaustgascleaningsystems.pdf.</p>

		<p>Permitted at APB Port of Southampton https://www.southamptonvts.co.uk/Port_Information/Regulations/Environment_Guidance_for_Commercial_Vessels/.</p> <p>Permitted at Port of Felixstowe – however hybrid systems should operate in closed loop mode https://www.portoffelixstowe.co.uk/company-information/marine-information/</p>
United Kingdom – Scotland	Not permitted in Forth and Tay ports	<p>Forth Ports Circular No 45 of 2019 states: “Forth Ports and Port of Dundee Byelaw 59 specifically prohibits the discharge of materials into the Forth and Tay. This applies to discharge water from an “Open Loop” scrubber. Therefore, as a precaution the use of “Open Loop” scrubbers on the Forth and Tay is prohibited until further notice.”</p> <p>See: https://www.forthports.co.uk/wp-content/uploads/2019/12/Notice-to-Mariners-No-45-of-2019-Use-of-Scubbers.pdf.</p>
United Kingdom – Wales	Not permitted in Port of Milford Haven	<p>Notice to Mariners No.127 of 2019 – Policy on the Use of Open-Loop Exhaust Scrubbers states:</p> <p>MARINERS ARE HEREBY ADVISED that, this Notice to Mariners is to communicate Milford Haven Port Authority’s (MHPA) policy on the prohibition of discharge of exhaust gas scrubber wash water. This Notice applies to all vessels within the MHPA jurisdiction as set out in the Milford Haven Conservancy Act 1983 and subsequent legislation.</p>
United States – California	Not permitted in ports or territorial waters	<p>The Californian ARB OGV regulations stipulate only distillate fuels can be used to comply with the 0.1% sulphur limit. Changeover to compliant distillate fuel (MGO or MDO) prior to entering Californian waters.</p>
United States – Connecticut	Not permitted in ports or territorial waters	<p>Discharge of exhaust gas scrubber washwater into Connecticut waters from any vessel is prohibited.</p> <p>VGP 2013: 6.5.9 Discharge of exhaust gas scrubber washwater into Connecticut waters from any vessel covered under the VGP or sVGP is prohibited.</p> <p>This condition is necessary for compliance with CGS section 22a-427, Standards No.1, 2, 9, 12, 14, 15, and 24 of the CT WQS.</p>

United States – Washington State	Cruise ships not permitted to discharge at berth in port of Seattle	<p>The Clean Shipping Alliance advise:</p> <p>Port of Seattle Terminals Tariff No. 5, Item 4001 states that passenger cruise ships will not discharge graywater, blackwater, or exhaust gas cleaning system wash water, whether treated or not while at berth in Port Terminals.</p>
United States – Hawaii	Yes – conditional	<p>Additional requirements under VGP 2013 Section 6.6.</p> <p>The State of Hawaii (Clean Water Branch) issued ‘Blanket Section 401’ Water Quality Criteria (WQC). This covers 27 categories of effluent discharge from an applicable vessel (EGCS washwater being one) that have received the best control or treatment into waters of the State of Hawaii incidental to the normal operation of the applicable vessels.</p>
United Arab Emirates – Abu Dhabi	Yes – permitted	<p>The Clean Shipping Alliance advise:</p> <p>“Abu Dhabi Ports confirm that according to their national legislation, the use of closed and open loop exhaust gas cleaning systems is permitted (with restriction) in all Abu Dhabi Ports limits, provided that they comply with IMO/MARPOL annex VI requirements and standards.”</p> <p>“From 1st January 2020 onward, all UAE flagged vessels and foreign flagged vessels entering UAE waters, are to use fuel oil of Sulphur content not exceeding 0.50% m/m (hereinafter referred to as compliant fuel oil). Exemptions apply to vessels using alternative measures like EGCS (Exhaust Gas Cleaning System, “Scrubber”) or other fuels that comply with the required emission levels.”</p> <p>The full text of the communications is available here:</p> <p>Abu Dhabi Ports Circular No. 04/2019, 31 October 2019</p>
United Arab Emirates – Fujairah	Not permitted in port or	<p>Notice to Mariners No. 252 from Port Fujairah prohibits use of open loop scrubbers in its waters.</p>

	territorial waters	
United Arab Emirates – Dubai	Not permitted in port or territorial waters	The Clean Shipping Alliance advise: Guidelines for Vessels Calling to Dubai Territorial Waters states that the use of EGCS is prohibited within Dubai territorial waters