

# MEMBER ALERT



Shipowners Claims Bureau, Inc., Manager  
One Battery Park Plaza 31<sup>st</sup> Fl., New York, NY 10004 USA  
Tel: +1 212 847 4500  
Fax: +1 212 847 4599

[www.american-club.com](http://www.american-club.com)

**FEBRUARY 3, 2016**

## **THE PEOPLE'S REPUBLIC OF CHINA: DESIGNATION OF EMISSION CONTROL AREAS (ECAs): UPDATE REGARDING YANGTZE RIVER DELTA AREA**

Reference is made to [Circular 44/15](#) of December 15, 2015 entitled *The People's Republic of China: Designation of Emission Control Areas (ECAs)*. The Circular informs Members that local maritime authorities in the People's Republic of China may require ships to use fuel with a sulfur content of no more than 3.5% m/m during berthing, and may also implement other more stringent measures than the current emission control standard. The Circular also notes that some ports may impose a limitation of 0.5% m/m by way of sulfur emission requirement.

The Chinese Ministry of Transport has announced that, with effect from April 1, 2016, vessels 'at berth' at the core ports in the Yangtze River Delta (YRD) ECA must use fuel oil containing 0.5% m/m sulphur or less. These core ports are Shanghai, Ningbo-Zhoushan, Suzhou and Nantong.

This requirement is part of emission control measures that will be implemented in the YRD ECA in two phases:

In the first phase which takes effect from April 1, 2016:

- ships 'at berth' at the core ports in the ECA must use fuel oil containing 0.5% m/m sulphur or less;
- ships 'at berth' at ports in the ECA are encouraged to use fuel oil containing 0.1% m/m sulphur or less; and
- ships entering the ECA are encouraged to use fuel oil containing 0.5% m/m sulphur or less.

The second phase will be implemented dependent on the outcome of assessment of the first phase; the possibilities given at this time are:

- ships entering the ECA must use fuel oil containing 0.5% m/m sulphur or less;
- ships entering the ECA must use fuel oil containing 0.5% m/m sulphur or less;
- ships 'at berth' at ports in the ECA must use fuel oil containing 0.1% m/m sulphur or less.

The exact details of how the measures will be implemented (enforcement, penalties, the definition of 'at berth', requirements for fuel change-over, verification of fuel quality, records and documentation etc.) are not yet available. Your Managers will provide updates on these requirements as they become available.

Shipowners Claims Bureau, Inc., Manager  
One Battery Park Plaza 31<sup>st</sup> Fl., New York, NY 10004 USA  
Tel: +1 212 847 4500  
Fax: +1 212 847 4599

[www.american-club.com](http://www.american-club.com)

The text (in Chinese only) of the YRD ECA requirements issued by the Ministry of Transport is provided below.

## 长三角4月起率先实施船舶排放控制区

来源：中国交通新闻网 2016-01-20

【字号 [大](#) [中](#) [小](#)】

自4月1日起，船舶在长三角水域排放控制区核心港口靠岸停泊期间应使用硫含量不高于0.5%*m/m*的燃油。1月19日，长三角区域率先实施船舶排放控制区启动会在沪举行，交通运输部副部长何建中、上海市副市长蒋卓庆出席会议并讲话。

启动会由长三角区域大气污染防治协作小组办公室主办。目前确定的长三角区域核心港口包括上海港、宁波舟山港、苏州港和南通港，这些港口通行船舶众多，加强船舶污染治理正当其时。

据介绍，长三角水域船舶排放控制区工作主要分两个阶段实施。4月1日起，要求船舶在核心港口靠岸停泊期间应使用硫含量不高于0.5%*m/m*的燃油，鼓励船舶在靠岸停泊期间使用硫含量不高于0.1%*m/m*的燃油，鼓励船舶进入排放控制区使用硫含量不高于0.5%*m/m*的燃油。在第二阶段，将在评估后确定实施进一步管控措施：1、船舶进入排放控制区应使用硫含量不高于0.5%*m/m*的燃油；2、在靠岸停泊期间应使用硫含量不高于0.1%*m/m*的燃油；3、船舶进入排放控制区应使用硫含量不高于0.1%*m/m*的燃油。

何建中指出，在交通运输部去年11月26日出台《珠三角、长三角、环渤海（京津冀）水域船舶排放控制区实施方案》后，长三角区域大气污染防治协作小组率先实施船舶排放控制区有关工作，并且提升控制标准、优化工作内容，对其他区域具有示范引领作用，有助于推进三大区域大气污染防治和船舶排放控制区工作。

何建中强调，要进一步提高认识，重点从五个方面抓好船舶排放控制区的推进工作。一是完善协调机制，加强部、省相关层面及长三角区域大气污染防治协调机制的作用，并发挥好上海组合港管委会办公室的作用，制定完善燃油及船用柴油机废气排放等相关标准和办法。二是加强监督管理，海事管理机构、交通运输主管部门要充分发挥监管职能，按照实施方案要求加强推进，并落实好相关标准的实施。三是细化实施方案，长三角二省一市要加强方案的协同性，考虑方案的渐进性，并做好方案实施情况的评估工作。四是尽快出台引导性政策，进一步推进内河船型标准化工作，淘汰老旧船舶，科学实施运力调控，推广船舶靠岸使用岸电以及清洁能源的利用等。五是切实落实责任，要按照国家大气污染防治行动计划及《大气污染防治法》等相关法规，认真履行职责，细化分工，并切实推进企业主体责任的落实等。