

Type of newsletter: **STATUTORY NEWSLETTER, Pollution Prevention**
Number: **QC-T-295, revision 3**

APPLICATION:

Type of ships: **All ships entering navigating in the Pearl river (where the main ports are Guangzhou, Shenzhen and Zhuhai), the Yangtze river delta (where the main ports are Shanghai, Ningbo, Zhoushan, Suzhou and Nantong) and the Bohai sea area (where the main ports are Tianjin, Qinhuangdao, Tangshan and Huanghua)**

Flag(s): **All flags**

REGULATION ON SHIP EMISSION CONTROL AREAS IN PEOPLE'S REPUBLIC OF CHINA

1. GENERAL

Information regarding requirements of the Chinese Emission Control Areas were provided in previous revisions of this circular dealing with a regulations applicable to only those ships navigating in the Pearl river (where the main ports are Guangzhou, Shenzhen and Zhuhai), the Yangtze river delta (where the main ports are Shanghai, Ningbo, Zhoushan, Suzhou and Nantong) and the Bohai sea area (where the main ports are Tianjin, Qinhuangdao, Tangshan and Huanghua).

Recently Chinese Ministry of Transport has issued a new regulation expanding the applicable areas.

2. EMISSION CONTROL REQUIREMENTS

From 1 January 2019, vessels navigating, berthing and operating within Domestic Emission Control Areas (hereinafter referred to as "DECAs"), which includes both costal control area throughout China and inland river control area, are required to use fuel oil which sulphur content does not exceed 0.5% m/m or 0.1% m/m, respectively. For more details, including the scope of the DECAs, see attachment to this circular ("Implementation Scheme of the Domestic Emission Control Areas for Atmospheric Pollution from Vessels").

Briefly description of the new requirements is outlined below.

- **1 January 2019:** all ships that enter China's territorial waters must use low sulphur fuel (sulphur content of the fuel not exceed 0.5% m/m).
- **1 January 2020:** all ships entering China inland emission control areas (Yangtze River and Xijiang River) must use ultra-low sulphur fuel (sulphur content not exceed 0.1% m/m).
- **1 March 2020:** all ships without an Exhaust Gas Cleaning Systems (scrubbers) entering China's territorial waters are only permitted to carry and use the compliant fuel oil specified by the new regulation (sulphur content not exceed 0.5% m/m).
- **1 January 2022:** all ships entering the Hainan emission control area must use ultra-low sulphur fuel (sulphur content not exceed 0.1% m/m).

3. OTHERS

Ships may take alternative measures, such as using clean energy/new energy, equipping with power storage device, exhaust gas cleaning system, etc. to satisfy the emission control requirements. If the vessel using exhaust gas after-treatment method, the emission monitoring device must be installed and the generated waste liquid shall be disposed according to relevant regulations.

In addition, existing vessels (except for tankers) fitted with onboard devices for using shore power are required to use shore power when berthing at locations which have shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours except when using other alternative or equivalent measures.

ATTACHMENT: Notification from Chinese Ministry of Transport (MOT) "Implementation Scheme of the Domestic Emission Control Areas from Atmospheric Pollution from Vessels" of 30 November 2018

Note: Chinese Ministry has also published a translation in English but with footnote as follows:

"This English version of Implementation Scheme for DECAs is only for reference, while the documents issued by MOT (in Chinese) should be used as the official version."

Any Inquiries?

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ATTACHMENT

Implementation Scheme of the Domestic Emission Control Areas for Atmospheric Pollution from Vessels¹

by Ministry of Transport of the People's Republic of China on 30th Nov. 2018

In order to implement the national policies on ecological civilization development, pollution prevention and control, to protect the blue skies, as well as to facilitate the green shipping development and the energy saving and emission reduction of vessels, this Implementation Scheme is formulated in accordance with the *Air Pollution Prevention and Control Law of the People's Republic of China* and the applicable international conventions, and on the basis of the *Implementation Scheme of the Domestic Emission Control Areas for Vessels in the Pearl River Delta, the Yangtze River Delta and the Bohai-Rim Area (Beijing, Tianjin and Hebei)* (JHF [2015] No. 177).

1. Objectives

The Domestic Emission Control Areas for Atmospheric Pollution from Vessels (hereinafter referred to as "DECAs") are designated to control and reduce emissions of atmospheric pollutants including SO_x, NO_x, particulate matters (PMs) and volatile organic compounds (VOCs) from vessels and to improve the air quality of coastal areas and inland river port cities.

2. Principles

The DECAs are designated according to the following principles:

- (i) Promoting a coordinated development of the environment quality improvement and the shipping economy growth.
- (ii) Strengthening the control of air pollution from vessels.
- (iii) Complying with the international conventions and domestic laws.
- (iv) Taking a phased-in approach and conducting pilot programs.

3. Scope of Application

The Scheme applies to vessels navigating, berthing and operating in the DECAs.

4. Geographic Scope of the DECAs

The DECAs referred to in the Scheme include both the coastal control area and the inland river control area.

The coastal control area covers the sea area enclosed by the 60 coordinates listed in Table 1, and the sea area in Hainan waters is enclosed by the 20 coordinates listed in Table 2.

The inland river control area is the navigable waters of the main stream of the Yangtze River (from Shuifu, Yunnan to the mouth of the Liuhe River, Jiangsu) and the main stream of the Xijiang River (from Nanning, Guangxi to Zhaoqing, Guangdong), the coordinates of the starting and ending points are listed in Table 3.

¹ This English version of Implementation Scheme for DECAs is only for reference, whileas the documents issued by MOT should be used as the official version.

Table 1 Coordinates of the Boundary Control Points in the Coastal Control Area

No.	Longitude	Latitude	No.	Longitude	Latitude
1	124°10'06.00"	39°49'41.00"	31	112°50'52.80"	21°22'25.68"
2	122°57'14.40"	37°22'11.64"	32	112°29'20.40"	21°17'12.48"
3	122°57'00.00"	37°21'29.16"	33	111°27'00.00"	19°51'57.96"
4	122°48'18.00"	36°53'51.36"	34	111°23'42.00"	19°46'54.84"
5	122°45'14.40"	36°48'25.20"	35	110°38'56.40"	18°31'10.56"
6	122°40'58.80"	36°44'41.28"	36	110°37'40.80"	18°30'24.12"
7	122°24'36.00"	36°35'08.88"	37	110°15'07.20"	18°16'00.84"
8	121°03'03.60"	35°44'44.16"	38	110°09'25.20"	18°12'45.36"
9	120°12'57.60"	34°59'27.60"	39	109°45'32.40"	17°59'03.12"
10	121°32'24.00"	33°28'46.20"	40	109°43'04.80"	17°59'03.48"
11	121°51'14.40"	33°06'19.08"	41	109°34'26.40"	17°57'18.36"
12	122°26'42.00"	31°32'08.52"	42	109°03'39.60"	18°03'10.80"
13	123°23'31.20"	30°49'15.96"	43	108°50'42.00"	18°08'58.56"
14	123°24'36.00"	30°45'51.84"	44	108°33'07.20"	18°21'07.92"
15	123°09'28.80"	30°05'43.44"	45	108°31'40.80"	18°22'30.00"
16	122°28'26.40"	28°47'31.56"	46	108°31'08.40"	18°23'10.32"
17	122°07'30.00"	28°18'58.32"	47	108°28'44.40"	18°25'34.68"
18	122°06'03.60"	28°17'01.68"	48	108°24'46.80"	18°49'13.44"
19	121°19'12.00"	27°21'30.96"	49	108°23'20.40"	19°12'47.16"
20	120°42'28.80"	26°17'32.64"	50	108°22'45"	20°24'05"
21	120°36'10.80"	26°04'01.92"	51	108°12'31"	21°12'35"
22	120°06'57.60"	25°18'37.08"	52	108°08'05"	21°16'32"
23	119°37'26.40"	24°49'31.80"	53	108°05'43.7"	21°27'08.2"
24	118°23'16.80"	24°00'54.00"	54	108°05'38.8"	21°27'23.1"

25	117°50'31.20"	23°23'16.44"	55	108°05'39.9"	21°27'28.2"
26	117°22'26.40"	23°03'05.40"	56	108°05'51.5"	21°27'39.5"
27	117°19'51.60"	23°01'32.88"	57	108°05'57.7"	21°27'50.1"
28	116°34'55.20"	22°45'05.04"	58	108°06'01.6"	21°28'01.7"
29	115°13'01.20"	22°08'03.12"	59	108°06'04.3"	21°28'12.5"
30	114°02'09.60"	21°37'02.64"	60	The end of the center line of the main waterway of the Beihun River toward the sea side	

Table 2 Coordinates of the Boundary Control Points in Hainan Waters

No.	Longitude	Latitude	No.	Longitude	Latitude
A1	108°26'24.88"	19°24'06.50"	33	111°27'00.00"	19°51'57.96"
A2	109°20'00"	20°07'00"	34	111°23'42.00"	19°46'54.84"
A3	111°00'00"	20°18'32"	35	110°38'56.40"	18°31'10.56"
			36	110°37'40.80"	18°30'24.12"
			37	110°15'07.20"	18°16'00.84"
			38	110°09'25.20"	18°12'45.36"
			39	109°45'32.40"	17°59'03.12"
			40	109°43'04.80"	17°59'03.48"
			41	109°34'26.40"	17°57'18.36"
			42	109°03'39.60"	18°03'10.80"
			43	108°50'42.00"	18°08'58.56"
			44	108°33'07.20"	18°21'07.92"
			45	108°31'40.80"	18°22'30.00"
			46	108°31'08.40"	18°23'10.32"
			47	108°28'44.40"	18°25'34.68"

	48	108°24'46.80"	18°49'13.44"
	49	108°23'20.40"	19°12'47.16"

Table 3 Coordinates of the Starting and Ending Points in the Inland River Control Area

Inland river control area	Boundary name	Name of the location	Description of the location	Location No.	Longitude	Latitude
Main stream of the Yangtze River	Starting point	Shuifu Yunnan	Xiangjiaba Bridge	B1	104°24'30.60"	28°38'22.38"
				B2	104°24'35.94"	28°38'27.84"
	Ending point	Mouth of the Liuhe river Jiangsu	Line connecting Liuheiwu in the lower reaches of the mouth of the Liuhe River and Shixin signal pole in the lower reaches of the Shiqiao River Chongming island	B3	121°18'54.00"	31°30'52.00"
				B4	121°22'30.00"	31°37'34.00"
Main stream of the Xijiang River	Starting point	Nanning Guangxi	Minsheng Terminal of Nanning	B5	108°18'19.77"	22°48'48.60"
				B6	108°18'26.72"	22°48'39.76"
	Ending point	Zhaoqing Guangdong	Line connecting Tiexianjiao, Jinli and Shangzui, Yongkou, Wudinggang on the trunk stream of the Xijiang River	B7	112°48'30.00"	23°08'45.00"
				B8	112°47'19.00"	23°08'01.00"

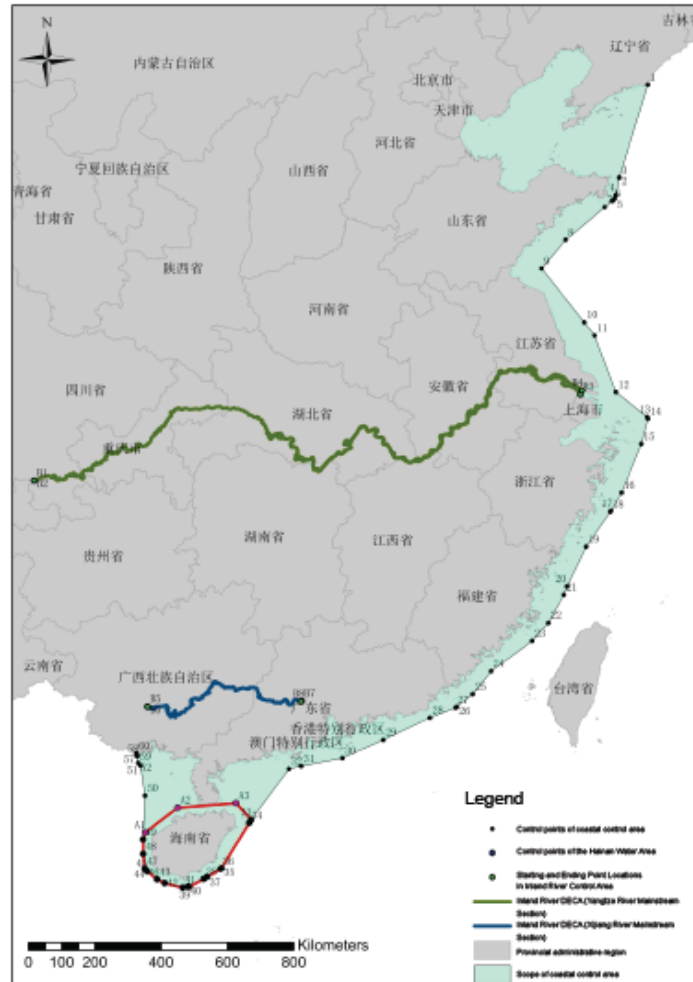


Figure 1 Geographic Scope of the Emission Control Area

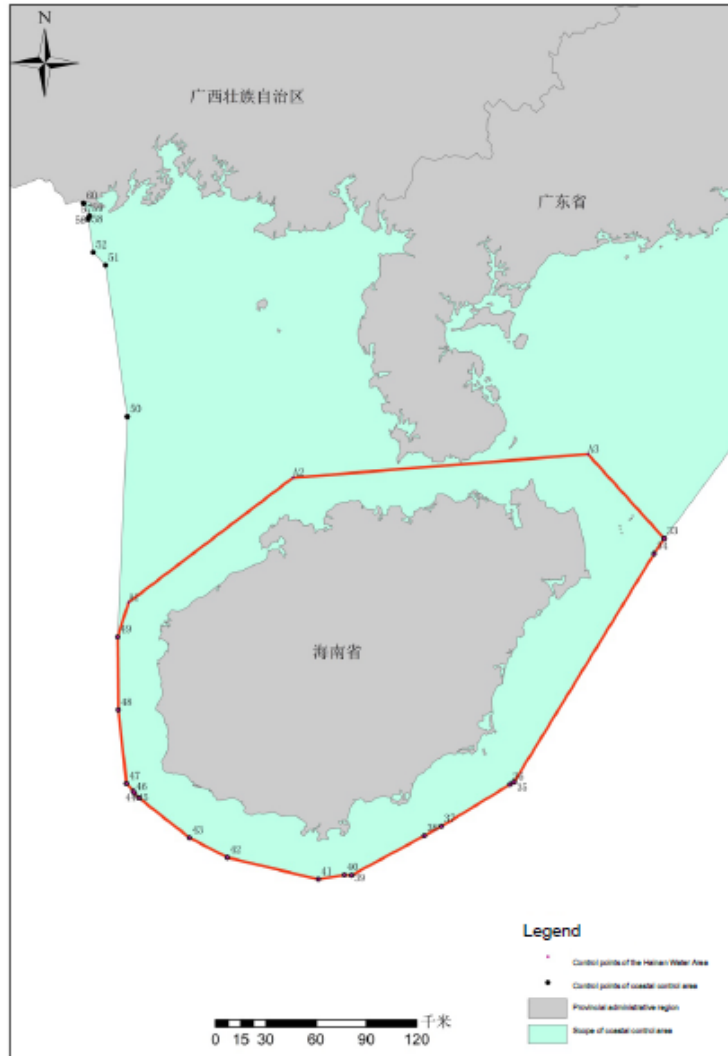


Figure 2 Geographic Scope of the Emission Control Area in Hainan Waters

5. Control Requirements

(i) Emission control requirements for SO_x and particulate matters

- .1 From 1 January 2019, the sulphur content of any fuel oil used on board sea-going vessels operating in the DECAs should not exceed 0.5% m/m; the fuel oil compliant with the newly revised national standards for marine fuels should be used on board large inland waterway vessels and on board vessels engaged in direct voyages between the sea and the river; and the diesel fuel compliant with the national standards should be used on board other inland waterway vessels. From 1 January 2020, the sulphur content of fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in the inland river emission control area.
- .2 From 1 March 2020, vessels that do not use the alternative arrangement for the control of SO_x and PMs should only be loaded and use the fuel oil as required in this Scheme when operating in the DECAs.
- .3 From 1 January 2022, the sulphur content of any fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in the coastal emission control area in Hainan waters.
- .4 The feasibility study for vessels using the fuel oil with the sulphur content not exceeding 0.1% m/m should be conducted in due course, so as to inform the decision on the implementation of 0.1% m/m sulphur cap for sea-going vessels when operating in the coastal emission control area on and after 1 January 2025.

(ii) Emission control requirements for NO_x

- .5 Each marine diesel engine with a power output of more than 130 kW installed on vessels engaged in international voyages constructed on and after 1 January 2000 (according to the date that the keel is laid, similarly hereinafter) or having the marine diesel engine that undergoes a major conversion should meet the Tier I requirements in the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI.
- .6 Each marine diesel engine with a power output of more than 130 kW installed on vessels engaged in international voyages constructed on and after 1 January 2011 or having the marine diesel engine that undergoes a major conversion should meet the Tier II requirements in MARPOL Annex VI.
- .7 Each marine diesel engine with a power output of more than 130 kW installed on Chinese vessels engaged in domestic voyages constructed on and after 1 March 2015 or having the marine diesel engine that undergoes a major conversion should meet the Tier II requirements in MARPOL Annex VI.
- .8 Marine diesel engines with a per cylinder displacement at or above 30 litres installed on Chinese vessels engaged in domestic voyages constructed on and after 1 January 2022 or having the marine diesel engine that undergoes a major conversion should meet the Tier III requirements in MARPOL Annex VI when operating in the coastal emission control area in Hainan waters and in the inland river emission control area.
- .9 The application of the Tier III requirements of MARPOL Annex VI should be assessed in due course, so as to inform the decision on the implementation of the Tier III requirements for marine diesel engines with a per cylinder displacement at or above 30 litres installed on Chinese vessels engaged in domestic voyages constructed on and after 1 January 2025 or having the marine diesel engine that undergoes a major conversion.

(iii) Requirements for the use of shore power for vessels at berth

- .10 The Chinese public service vessels, inland waterway vessels (except for tankers) and vessels engaged in direct voyages between the sea and the river constructed on and after 1 January 2019 should have onboard devices for the use of shore power. The Chinese container vessels, cruise ships, ro-ro passenger ships, passenger ships at 3,000 gross tonnage and above as well as dry bulk cargo ships at 50,000 gross ton level and above engaged in domestic coastal voyages constructed on and after 1 January 1 2020 should have onboard devices for the use of shore power.
- .11 From 1 July 2019, the existing ships (except for tankers) with onboard devices for the use of shore power should use the shore power when berthing at a berth with shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours without using other alternative or equivalent measures (including the use of clean energy, new energy, onboard UPS or auxiliary engine shutdown, similarly hereinafter). From 1 January 2021, cruise ships should use the shore power when berthing at a berth with shore power supply capabilities inside the DECAs for more than 3 hours without using other alternative or equivalent measures.
- .12 From 1 January 2022, the Chinese public service vessels, inland waterway vessels (except for tankers) and Chinese container vessels, ro-ro passenger ships, passenger ships at 3,000 gross tonnage and above as well as dry bulk cargo ships at 50,000 gross ton level and above engaged in domestic coastal voyages and installed with each marine diesel engine with a power output of more than 130 kW that does not meet the Tier II requirements of MARPOL Annex VI should be fitted with onboard devices for the use of shore power, and such vessels should use the shore power when berthing at a berth with shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours without using other alternative or equivalent measures.
- .13 The Chinese shipping companies and operators are encouraged to fit vessels other than those specified in paragraph .12 above with onboard devices for the use of shore power, and the shore power should be used when such vessels are berthing at a berth with shore power supply capabilities inside the DECAs.

(iv) Others

- .14 The clean energy, new energy, onboard UPS and exhaust gas cleaning systems can be used by vessels as alternative methods to meet the emission control requirements. In case where the exhaust gas cleaning system is used, the discharge monitoring and control system should be installed and any wastes and discharges should be treated according to the applicable regulations.
- .15 The local governments are encouraged to develop requirements on fuel Sulphur content for sea-going vessels when operating in inland rivers other than those specified in this Scheme, taking into account the emission control requirements in the inland river emission control areas.
- .16 The Chinese oil tankers at 150 gross tonnage and above engaged in domestic voyages constructed on and after 1 January 2020 should meet the oil and gas recovery requirements when operating in the DECAs, and the oil and gas recovery operation should be conducted whenever the safety requirements are met. Vessels engaged in international voyages should meet the requirements on VOCs as provided in MARPOL Annex VI.
- .17 Vessels should strictly comply with the emission control requirements as stipulated in the existing applicable international conventions, domestic laws and regulations as well as relevant rules and standards.

6. Supporting Measures

(i) Strengthening the administration

The transport authorities at the provincial level, maritime administrations, the Yangtze River shipping authority and the Pearl River shipping authority should strengthen the administration and coordination, make detailed implementation plans and assign duties, so as to build a comprehensive supporting mechanism for the implementation of this Scheme.

The Ministry of Transport should assess the implementation results of the above emission control measures and develop amendments to the Implementation Scheme, if necessary.

(ii) Enhancing the joint supervision

The transport authorities at the provincial level and the maritime administrations should follow the *“Guidance on Strengthening the Low Sulphur Marine Fuel Oil Supply and the Joint Supervision by the Ministry of Transport and other 12 Relevant Departments”* (JHF [2017] No. 163), so as to set up the joint supervision mechanism to guarantee the supply of low sulphur marine fuel oils and to enhance the supervision and management of air pollution prevention and control for vessels.

(iii) Focusing on the policy support

The transport authorities at the provincial level and the maritime administrations should coordinate with the local governments to adopt incentives and relevant measures, increase inputs in the enforcement equipment and personnel training; Subsidies and facilitation arrangement can be made to vessels using the low Sulphur fuel oil, clean energies, exhaust gas cleaning systems, the oil and gas recovery, the shore power, the online monitoring as well as the phase-out of old and outdated vessels.

(iv) Application of science and technologies

The transport authorities at the provincial level, maritime administrations, the Yangtze River shipping authority and the Pearl River shipping authority should provide guidance and support to the research and development institutes, shipping and port companies and equipment manufacturers to conduct technological studies on the emission control and reduction from vessels, and to develop technical standards to promote the application of science and technologies.