

Notice on Supervision of Domestic Emission Control Area

by

Shanghai Maritime Safety Administration of P. R. China

In order to enforce the "Implementation Plan on Domestic Emission Control Areas in Waters of the Pearl River Delta, the Yangtze River Delta and the Bohai Rim (Beijing, Tianjin, Hebei) " (hereinafter referred to as "Implementation Plan") and the "Work Plan on Implementing Domestic Emission Control Areas in Waters of Shanghai Port" (hereinafter referred to as "Work Plan"), in accordance with the relevant laws and regulations of China, the following requirements shall be complied with:

1. Ships shall meet the requirements of international conventions and domestic laws and regulations of China on emission control of SO_x, NO_x and particulate matter.

While ships are berthing in Shanghai Port, the sulphur content of any fuel oil used on board ships (including main engine, auxiliary machinery, boiler and generator) (excluding the first hour after arrival and the last hour prior to departure) shall not exceed 0.5% m/m on and after 1 April 2016.

“Berthing in Shanghai Port” is defined as the period of time when the ship is firmly fastened to a bollard till all the cables of the ship are untied, which excludes anchoring and tying to buoys by the ship.

2. Inland waterways ships and river-sea intermodal ships shall use diesel oil in compliance with the GB252 criteria. Residual fuel oil are not allowed to be used on those ships. A river-sea intermodal ship means an inland waterways ship which navigates in the specific waters near estuaries after meeting the requirements as required on construction and equipment.

The sulphur content of diesel oil used on public service ships, recreational ships, passenger ferries, garbage and sewage collection ships and vessels navigating, berthing or operating in the core area of the Huangpu River (from NanPu Bridge to 100 meters downstream the ChuanYang River Mouth) shall not exceed the limits required by the national IV standards for diesel oil used on motor vehicles (0.005% m/m) .

3. Bunkering of fuels and transfer of fuels shall be entered in the Oil Record Book. If ships are not necessary to keep an Oil Record Book, bunkering of fuels and transfer of fuels shall be entered in the Deck Log Book or the Engine Log Book.

Ships shall retain the bunker delivery note for 3 years and fuel samples for 1 year.

4. Ships having to change over fuel oils shall carry a written procedure defining how to change over the fuel oil. The Fuel Oil Change-over Procedure shall be a part of the Safety Management System. For ships not required to be included in the Safety Management System, Fuel Oil Change-over Procedure shall be covered by related management rules.

The change-over operation of fuel oil shall comply with the Fuel Oil Change-over Procedure. The information shall be entered in the Engine Log Book such as the date, time, position of ship, sulfur content of fuel oil, the volume of low sulfur fuel oils in tanks as well as the name of operator when the fuel oil change-over begins and ends to work.

5. Ships can take alternative measures equivalent to the aforementioned control measures, such as shore power, clean energy, exhaust gas cleaning system and etc.

If a wharf can provide shore power and a ship can match with the connector in safety condition, shore power shall prevail.

6. Ships, using clean energy and exhaust gas cleaning system as alternative measures, shall report to Shanghai Maritime Safety Administration (hereinafter referred to as “Shanghai MSA”) prior to berthing alongside Shanghai port through VHF, phone call, fax or e-mail, etc. Shanghai MSA will verify those alternative and equivalent measures on site.

7. Ships, using alternative measures, shall comply with the requirements as follows:

.1 The shore power shall be operated according to the procedure manual and safe operation guidance as required, which is also available to the power supplier. The date, time as well as the name of operator of shore power for starting and ending shall be entered in the Engine Log Book.

.2 For ships, using clean energy, shall indicate the type of energy in the International Air Pollution Prevention Certificate or Air Pollution Prevention Certificate, and ensure the clean energy sufficient and keep the corresponding equipment in good condition. The bunkering and usage of clean fuels shall be entered in the Engine Log Book or other related Log Book.

Ships, using dual fuel power, shall record the information in the Engine Log Book such as the date, time, and position of ship as well as the name of operator when the fuel oil change-over begins and ends to work.

.3 Ships, using exhaust gas cleaning system, shall hold the certificate of exhaust gas cleaning system issued by ship survey agencies and indicate it in the International Air Pollution Prevention Certificate. The ships shall keep the exhaust gas cleaning system in

good condition and ensure the discharging of the exhaust gas and bleed-off water from the system to meet the requirements by the international conventions and domestic criteria. The date, time, position of ship, name of operator, when exhaust gas cleaning system begins and ends to work, shall be entered in the Engine Log Book.

8. The ship can, if unsafe by using the low sulphur fuel oil, apply for an exemption in advance. The shipping company or agency shall provide Shanghai MSA with a written application form (see Annex 1) and related documents, and obtain the exemption after approval.

9. In case of the follow circumstances, the ship can apply for exceptions:

.1 with a Fuel Oil Change-over Procedure on board and changing over fuel oils as required, but unfeasible to finishing the operations in an hour after berthing alongside ports;

.2 with a log book recording the estimated date and time of departure, the information of the accident happened before departure, which demonstrates that the ship can not meet relevant requirements due to the accidents.

.3 non-compliant fuel oil used on board due to the fault of a bunker company;

.4 compliant fuel oil still unavailable to be obtained after all efforts made;

.5 impermissible to use the compliant fuel oil due to emergencies.

The ship shall submit a written application form and relevant files (see Annex 1) to Shanghai MSA for the exception approval. In case of 9.1, 9.2 or 9.5, the application shall be submitted as soon as the accident or emergency happens through VHF, phone call, etc. and then the written document shall be provided as a supplement. In case of 9.3 or 9.4, the written application shall be submitted in advance.

10. Bunker companies shall ensure the fuel oils supplied compliant to the criteria and requirements. The oil samples from fuel oil each batch shall be retained for at least one year. Bunker ship shall retain the fuel oil qualification test report issued by the qualified inspection agencies or the copy of it on board.

Bunker companies shall not be allowed to provide inland waterways ships and river-sea intermodal ships with the residual fuel oil and heavy oil.

11. In case of any violation to the aforementioned provisions, Shanghai MSA can impose enforcement measures to the ships such as issuing penalty, detaining vessels, prohibiting operations, etc.

12. This Notice shall come into force on the date of its promulgation

In case of any divergence of implementation, interpretation or application, the Chinese text shall prevail.