

August 2018

Notice on Latest implementation requirements of Ship Emissions control measures in Yangtze River Delta

Issued by China Maritime Safety Administration in August 2018



DISCLAIMER: The English version is a translation of the original in Chinese for information purposes only. In case of a discrepancy, the Chinese original will prevail.

CCSOverseas technology Center

1. Advance Implementation of Ship Emissions control measures in Shanghai Ports* (see remarks below)

- a. Scope of application: Ships sailing, berthing and operating in Shanghai ports, except for military ships, sports boats and fishing vessels;
- b. Effective from 1st October 2018, Ships on International voyage should use fuel with Sulphur content of not more than 0.5% m/m;
- c. In terminals with Shore power facilities, Ships with Shore power receiving equipment should use shore power;
- d. After being approved by the Maritime Administration, Ships can use clean energy, scrubber technology and other alternative measures to meet emission control requirements;
- e. If the use of Low Sulphur Oil is a threat to the safety of ships, or there is no effective way to obtain qualified Low Sulphur Oil, the ship-owners may apply to the Maritime Administration for exemption in advance;
- f. This Notice comes into effect on 1st October 2018 and is valid until 31st December 2020.

Remarks: Shanghai Ports consists of its own seaports and inland water ports. The seaport water areas include: The Yangtze River estuary and the Northern coast of Hangzhou Bay, Huangpu River, Yang Shan port, the anchorage waters outside the Yangtze River estuary and the Lu-hua Shan anchorage;

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2. Advance Implementation of Ship Emission Control measures at core ports of Yangtze River Delta in Jiangsu Province

- a. Effective from 1st October 2018, the sea-going ships should use fuel with Sulphur content of not more than 5000 mg/kg in the control area of Suzhou Port and Nantong Port of Yangtze River Delta ECAs.
- b. From 1st October 2018, Ships should give priority to the use of shore power;
- c. From 29th October 2018 to 11th November 2018, Ships should use shore power if both terminals and ships are equipped with shore power facilities in ports of Suzhou, Wuxi, Nantong and Changzhou;
- d. Ships are allowed to use clean energy, scrubber technology and other alternative measures to meet emission control requirements;

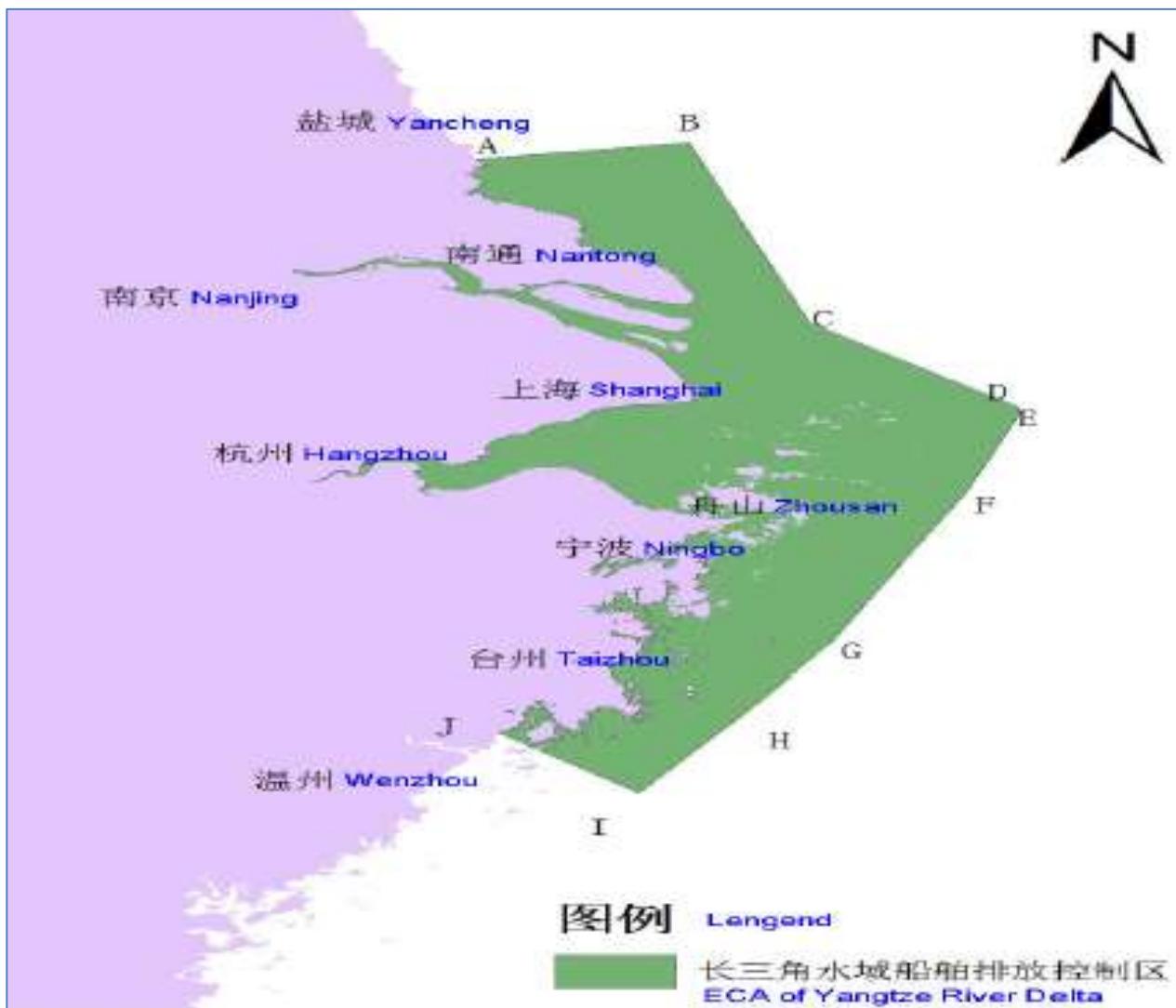
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3. Implementation of the transitional scheme for ship emission reduction at major ports in Zhejiang Province

- a. Effective from 1st October 2018, the sea-going ships going to Ningbo Zhoushan port as destination should use fuel with Sulphur content of not more than 0.5% m/m in the ECAs of Yangtze River Delta.
- b. From 1st October 2018, Ships should give priority to the use of shore power in Ningbo Zhoushan port and Jiaxing port;
- c. From 29th October 2018 to 11th November 2018, Ships should in principle use shore power if such facilities are available in Jiaxing port;
- d. Ships are allowed to use clean energy, scrubber technology and other alternative measures to meet emission control requirements;

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Remarks: The ECAs of Yangtze River Delta



- A: The junction of the mainland coastline between Nantong and Yancheng
- B: Extension 12 nautical miles from Waikiao island
- C: Extension 12 nautical miles from Sheshan island
- D: Extension 12 nautical miles from Hai Reef
- E: Extension 12 nautical miles from Dongnan reef
- F: Extension 12 nautical miles from Liang Xiong Di island
- G: Extension 12 nautical miles from Yushan archipelago
- H: Extension 12 nautical miles from Taizhou archipelago (2)
- I: Extension 12 nautical miles from the junction of the mainland coastline between Taizhou and Wenzhou extension
- J: The junction of the mainland coastline between Taizhou and Wenzhou

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中华人民共和国上海海事局
文件
上海市地方海事局

沪海危防〔2018〕239号

上海海事局 上海市地方海事局
关于上海港提前实施在航船舶
排放控制措施的通告

为促进上海国际航运中心绿色发展,推进生态文明建设,打赢蓝天保卫战,根据交通运输部《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》、上海市人民政府办公厅《上海港实施船舶排放控制区工作方案》和上海组合港管理委员会办公室《关于印发<长三角水域核心港口船舶减排工作过渡期方案>的通知》等文件要求,决定在上海港提前实施在航船舶排

放控制措施，现将有关要求通告如下：

一、本通告适用于在上海港航行、停泊、作业的船舶，但军用船舶、体育运动船艇和渔业船舶除外。

二、自 2018 年 10 月 1 日起，国际航行船舶和国内沿海航行船舶在上海港内行驶及靠岸停泊期间，应当使用硫含量 $\leq 0.5\%$ m/m 的燃油。

三、内河船舶和江海直达船舶应当使用符合标准的柴油。

四、具备岸电受电设施的船舶在建有岸电设施的码头靠岸停泊期间，应当使用岸电。

五、经海事管理机构认可，船舶可采取使用清洁能源、尾气后处理技术等替代措施满足排放控制要求。

六、如使用本通告要求的低硫燃油会对船舶的安全构成危险或者存在无法有效获得符合要求的低硫燃油等情况的，船方可事先向海事管理机构提出豁免或免责。

七、各级海事管理机构按照职责分工加强船舶使用燃油的监督管理。

八、本通告自 2018 年 10 月 1 日起生效实施，上海市交通委员会、中华人民共和国上海海事局原《关于上海港实施船舶排放控制区的通告》（沪交科〔2016〕159 号）同时废止。

九、本通告有效期至 2020 年 12 月 31 日，并将根据交通运

船舶排放控制区实施方案的调整情况作出调整。

特此通告。



2018年8月27日

中华人民共和国江苏海事局 江苏省地方海事局 文件

苏海事〔2018〕288号

关于江苏省长三角水域核心港口提前实施在航船舶排放控制措施的通告

为贯彻落实长三角区域大气污染防治协作小组第六次工作会议精神,认真做好2018年中国国际进口博览会长三角区域协作环境空气质量保障工作,按照《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》(交海发〔2015〕177号)、《长三角水域江苏省船舶排放控制区实施方案》(苏政办发〔2016〕28号)要求,根据交通运输部统一部署,决定在江苏省长三角水域核心港口提前实施在航船舶排放控制措施,现将有关要求通告如

下。

一、自 2018 年 10 月 1 日起，海船驶入长三角船舶排放控制区核心港口的苏州港、南通港控制区范围内应使用硫含量≤5000 mg/kg 的燃油。

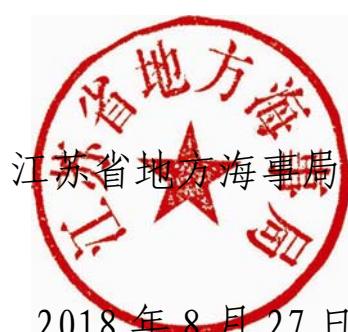
二、内河船舶和江海直达船舶应当使用符合标准的普通柴油。

三、自 2018 年 10 月 1 日起，有条件的靠港船舶优先使用岸电。

四、2018 年 10 月 29 日至 11 月 11 日，苏州市、无锡市、南通市、常州市内具备岸电受电设施的靠港船舶在建有岸电设施的港口靠岸停泊期间，应当使用岸电。

五、船舶可采取使用清洁能源、尾气后处理技术等替代措施满足控制的要求。

六、本通告将根据交通运输部船舶排放控制区实施方案的调整情况作相应调整。



中华人民共和国浙江海事局文件

浙海危防〔2018〕212号

浙江海事局关于实施浙江省主要港口 船舶减排工作过渡期方案的通告

为贯彻落实长三角区域大气污染防治协作小组第六次工作会议要求，认真做好2018年中国国际进口博览会长三角区域协作环境空气质量保障工作，促进船舶大气污染物减排，决定自2018年10月1日起实施浙江省主要港口船舶减排工作过渡期方案，现将有关要求通告如下：

一、自2018年10月1日起，以宁波舟山港为目的港的海船驶入长三角水域船舶排放控制区范围内应使用硫含量 $\leq 0.5\text{ m/m}$ 的燃油。地理范围以《交通运输部关于印发珠三角、长三角、环渤海（京津冀）水域船舶排放控制区实施方案的通知》（交海

发〔2015〕177号)为准,详见附件。

二、自2018年10月1日起,宁波舟山港、嘉兴港内有条件的靠港船舶优先使用岸电。

三、2018年10月29日至11月11日,嘉兴港内有条件的靠港船舶原则上应使用岸电。

四、允许船舶使用清洁能源、尾气后处理技术等替代措施满足控制要求。

五、各级海事管理机构要强化对船舶排放控制区的监督管理。10月1日-12月31日期间,对违反本通告规定的船舶以批评教育为主,对于情节严重违反有关法律法规的酌情实施处罚。

六、本通告执行至交通运输部新修订的船舶排放控制区方案实施之日自然终止。

特此通告。

附件:长三角水域船舶排放控制区范围



2018年8月30日