# CHINA LOW SULPHUR FUEL OIL REQUIREMENTS

## Background

In 2016 China started implementing a three year plan for reduction of SOx emission of ships in locally designated Sulphur Emission Control Areas.

Those ECAs are:

- Pearl River Delta (PRD) with 3 core ports: Shenzhen, Guangzhou and Zhunai
- Yangtze River Delta (YRD) with 4 core ports: Shanghai, Ningbo-Zhoushan, Suzhou and Nantong
- Bohai-rim (BR) area with 4 core ports: Tianjin, Qinhuangdao, Tangshan and Huanghua

The original implementation milestones were:

- 01 Jan 2017 – ships at berth* in the ELEVEN CORE PORTS in the ECAs to use LSFO max 0.50%**
- 01 Jan 2018 – ships at berth* in ALL PORTS in the ECAs to use LSFO max 0.50%**
- 01 Jan 2019 – ships OPERATING (not only at berth) in the ECAs to use LSFO max 0.50%**

**Note:** ***At berth is defined as the period within one hour after ship's arrival (lines made fast) at berth till within one hour before departure (let go lines)**

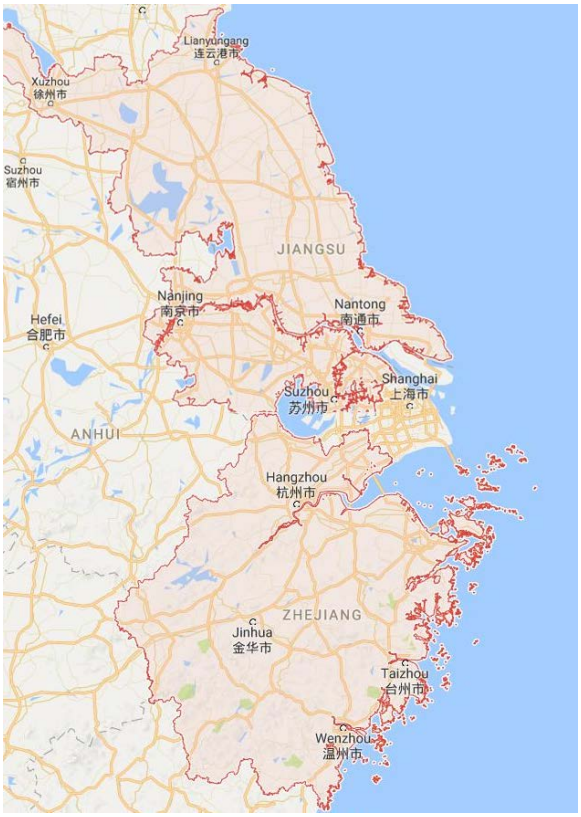
**Alternative compliance like shore power, exhaust gas treatment, alternative fuels etc are accepted

## Latest changes

The Chinese authorities have already implemented some of the above deadlines earlier, and continue to do so.

The most recent notice of another early implementation is **for part of the Yangtze River Delta ECA**–

Ships at berth in ALL ports **of the <u>Zhejiang and Jiangsu Provinces</u>** to use LSFO max 0.50%



# Actions required

**All Masters and Chief Engineers on affected vessels:**

1) Include the Chinese ECA SOx requirements in the early stages of the voyage planning
2) Advise your Port Operations / Bunker procurement department
3) Consider compliant bunker strategies / plan LSFO stems in due time
4) Revisit fuel change over procedures to ensure compliance within the required geographical (specific ECA Provinces) and time limits (one hour after arrival till one hour before departure)
5) Verify applicable local fuel requirements with local agents and port authorities well before ports of call in the Chinese ECAs
6) Document use of LSFO with max 0.50% and relevant timings accordingly in the required logbooks / records (BDN, Sulphur record book (op64), LSFO change over calculation OP191, fuel analysis results, engine – deck logbooks)

■■ Completed ■■