

ANAVE – Circular de Régimen Interior

Madrid, 20 de febrero de 2018
Ref: SMA 8/2018/AB

Asunto:

1. **Practicaje: Pruebas de conocimiento general para el reconocimiento de la capacitación profesional para prestar servicios portuarios de practicaje**
2. **Zona ECA de China: Informe sobre su puesta en práctica**

Muy Srs. nuestros:

1. **Practicaje: Pruebas de conocimiento general para el reconocimiento de la capacitación profesional para prestar servicios portuarios de practicaje.**

El 25 de enero se publicó en el BOE una Resolución de la DGMM por la que se convocan las pruebas de conocimiento general para el reconocimiento de la capacitación profesional para prestar servicios portuarios de practicaje, en un puerto o grupo de puertos determinado, y que adjuntamos en el **Anexo 1**.

La superación de estas pruebas generales de reconocimiento de capacitación profesional es **requisito necesario para presentarse posteriormente a las pruebas específicas en los diferentes puertos**.

Las **solicitudes** podrán presentarse en la DGMM, en cualquier Capitanía Marítima y sus correspondientes Distritos Marítimos, o bien en los lugares indicados en el artículo 38.4 de la Ley 30/1992, de Régimen Jurídico de las Administraciones Públicas y del Procedimiento Administrativo Común, en el plazo de un mes a contar desde el día siguiente al de la publicación de esta Resolución en el BOE, esto es, el próximo **24 de febrero de 2018**.

Las pruebas se celebrarán en **marzo** de este mismo año, en las fechas que se indicarán en la publicación de la lista definitiva de admitidos y excluidos.

Les recordamos que, según el artículo 126 del Texto Refundido de la LPEMM: “*salvo indicación expresa de la Capitanía Marítima por razones de seguridad en la navegación, estarán **exentos del servicio de practicaje** (...), aquellos buques de cualquier otro tipo, cuya tripulación incluya un capitán que haya ejercido, incluso interinamente, como práctico en el puerto de que se trate, **o bien haya superado las pruebas de habilitación teóricas y prácticas en dicho puerto**.”*

Asimismo, el citado artículo establece, en su apartado 4.a).1º, que corresponderá a la Administración marítima: “*la realización de las pruebas necesarias para habilitar como práctico de puerto a los aspirantes que reúnan las condiciones y titulaciones profesionales requeridas legalmente, **sin que exista limitación en el número de candidatos que puedan superar las pruebas**”.*

2. **Zona ECA en China: Informe sobre su puesta en práctica.**

La delegación de la China Classification Society (CCS) en Barcelona nos ha enviado un informe actualizado de los requisitos que los buques deben cumplir cuando naveguen en la Zona de Control de Emisiones (ECA) de China, en vigor desde el 1 de enero de 2016, y que les adjuntamos por si fuera de su interés en el **Anexo 2**.

En esencia, este documento incluye:

- Descripción de la zona y los puertos que abarca la ECA.
- Hoja de ruta sobre su calendario progresivo de aplicación (que se inició en 2016 y finalizará en 2020).
- Requisitos operacionales y de las autoridades de Port State Control.

- Comparación de las distintas normativas sobre esta materia (UE, Hong Kong y China).
- Definiciones e interpretaciones.
- Preguntas frecuentes.

Saludos cordiales,

Manuel Carlier
Director General

III. OTRAS DISPOSICIONES

MINISTERIO DE FOMENTO

949 *Resolución de 12 de enero de 2018, de la Dirección General de la Marina Mercante, por la que se convocan pruebas de conocimiento general para el reconocimiento de la capacitación profesional para prestar servicios portuarios de practicaje.*

El Real Decreto Legislativo 2/2011, de 5 de septiembre, por el que se aprueba el Texto Refundido de La Ley de Puertos del Estado y de la Marina Mercante, establece en su artículo 279.5.b), entre otras competencias de la Administración Marítima, el establecimiento y realización de las pruebas precisas para el reconocimiento de la capacitación para prestar servicios de practicaje en un puerto o grupo de puertos determinado.

Igualmente el artículo 13.2 del Reglamento General de Practicaje, aprobado por Real Decreto 393/1996 de 1 de marzo (Boletín Oficial del Estado número 66), dispone que la Dirección General de la Marina Mercante, una vez determinadas las pruebas teóricas y prácticas, aprobará el programa de materias a que habrán de ajustarse los ejercicios para el acceso a la actividad de Práctico en un puerto o grupo de puertos determinado, y convocará y realizará las pruebas pertinentes para acreditar la capacitación de los aspirantes para prestar los servicios portuarios de practicaje.

Por otro lado, la Orden FOM/2417/2007, de 25 de julio de 2007, por la que se regula el reconocimiento de la capacitación profesional para la prestación de los servicios de practicaje portuario, desarrollada posteriormente por Resolución de 4 de febrero de 2013, por la que se aprueba el programa de materias a que habrán de ajustarse los ejercicios de las pruebas para el reconocimiento de la capacitación profesional para la prestación de los servicios de practicaje portuario, establece la división de las pruebas en dos partes, la primera, prueba de conocimiento general sobre el idioma inglés y sobre legislación nacional e internacional, que se organizará y llevará a cabo por la Dirección General de la Marina Mercante, y la segunda, pruebas específicas en cada puerto sobre conocimientos del puerto y resolución teórica de maniobras, que tendrá lugar en el puerto que corresponda.

En su virtud, resuelvo:

Primero.

Convocar a los aspirantes que deseen presentarse a la primera parte o prueba de conocimiento general, para el reconocimiento de la capacitación profesional para prestar servicios portuarios de practicaje, y cumplan los requisitos establecidos en la norma.

Segundo. *Solicitudes.*

Los aspirantes deberán reunir los requisitos de titulación y mando que se señalan en el artículo 10 de la Orden FOM/2417/2007, de 25 de julio, y solicitar la admisión a las pruebas en instancia dirigida al Director General de la Marina Mercante, a la que deberán unirse los siguientes documentos:

1. Certificación de la Capitanía Marítima, Consulado del país de bandera del buque, u otro organismo público, acreditativa de haber tenido el mando de buque de arqueo superior a 1.000 GT, al menos durante dos años (730 días) dentro de los últimos 10 años de actividad profesional que precedan inmediatamente a la presente convocatoria.

2. Fotocopia de la tarjeta profesional de Capitán de la Marina Mercante.

3. Copia del resguardo de autoliquidación en cualquier entidad colaboradora por importe de 45,29 Euros de tasa, impreso modelo 790, código 001 de derechos de examen, disponible en Capitanías Marítimas o en la Dirección General de la Marina Mercante, así como en cualquier otra dependencia administrativa.

Tercero. *Presentación de solicitudes.*

Podrán presentarse en la Dirección General de la Marina Mercante, en cualquier Capitanía Marítima y sus correspondientes Distritos Marítimos, o bien en los lugares indicados en el artículo 16.4 de la Ley 39/2015, de 1 de octubre, del Procedimiento Administrativo Común de las Administraciones Públicas, en el plazo de un mes a contar desde el día siguiente al de la publicación de esta Resolución en el «Boletín Oficial del Estado».

Cuarto.

Al día siguiente, o el primer día hábil tras haber finalizado el plazo de presentación de solicitudes, la Dirección General de la Marina Mercante publicará la lista provisional de los solicitantes admitidos y de los excluidos, señalándose en su caso, las causas de la exclusión, concediéndose un período de diez días naturales para subsanación de errores existentes, al término de los cuales se publicará la lista definitiva de admitidos y excluidos. Las citadas listas se publicarán en los tabloneros de anuncios de la Dirección General de la Marina Mercante y en las Capitanías Marítimas, junto con el lugar, fecha y hora señalada para la realización del primer ejercicio de la primera parte de las pruebas, a realizar en Madrid.

Quinto.

Las pruebas se celebrarán en el mes de marzo del año 2018, en las fechas indicadas en la publicación de la lista definitiva de admitidos, de acuerdo con el apartado anterior.

Sexto. *Calificaciones.*

En un plazo no mayor de siete días desde la celebración del primer ejercicio se publicará en los tabloneros de anuncios citados en el punto anterior la lista de aprobados, así como la hora y lugar señalados para la celebración del segundo ejercicio, estableciéndose igual plazo para la publicación de los resultados del segundo ejercicio, así como los resultados globales correspondientes a esta primera parte.

Séptimo.

El Órgano de Evaluación para esta primera parte de las pruebas figura en el Anexo I.

Octavo.

A los aspirantes que superen la primera parte de las pruebas, se les reconocerá la validez de la misma por un período de cuatro años a contar desde el día siguiente al de la publicación de las calificaciones del segundo ejercicio.

La presente Resolución y cuantos actos administrativos se deriven de ella podrán ser impugnados de acuerdo con lo establecido en la Ley del Procedimiento Administrativo Común de las Administraciones Públicas.

Madrid, 12 de enero de 2018.—El Director General de la Marina Mercante, Rafael Rodríguez Valero.

ANEXO I

Órgano de Evaluación

Tribunal titular:

Presidente: Don Ramón Álvarez Viñes.

Vocal: Don Vicente Solla Álvarez.

Vocal: Don Joan Alberto Roig Carcellé.

Vocal: Don Amador Gutiérrez Rodríguez.

Secretario: Don Juan Ignacio Arribas Ruiz-Escribano.

Tribunal suplente:

Presidente: Don Israel Rodríguez Fuster.

Vocal: Doña Úrsula Sánchez-Reseco López.

Vocal: Don José Manuel Paz Silva.

Vocal: Don Joaquín Monedero Villén.

Secretario: Don Gerardo Vallejo Villanueva.

China Emission Control Areas Implementation



**China Classification Society
European Center**

Third edition, January 2018

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1. Introduction

The Ministry of Transport (MOT), the People's Republic of China (hereinafter referred to as "China") issued Marine Emission Control Areas Implementation Scheme for Pearl River Delta, Yangtze River Delta, Bohai-rim Waters (hereinafter referred to as "China ECAs Implementation Scheme") on 4 December 2015, which have entered into force from 1 January 2016.

4 core ports in Yangtze River Delta including Shanghai, Ningbo-Zhoushan, Suzhou and Nantong issued formal notices to implement the requirement of fuel sulphur content $\leq 0.5\%$ m/m in advance since 1 April 2016. Subsequently Shenzhen Authority announced vessels calling Shenzhen ports (including Yantian, Shekou, Chiwan, Mawan, Dachan Bay) are required to use fuel with sulphur content $\leq 0.5\%$ m/m since 1 October 2016.

Since 1 January 2017 all 11 core ports in China ECAs have implemented low sulphur content control measures. Subsequently all remaining ports in the Yangtze River Delta ECA declare the implementation in advance from 1 September 2017.

One case occurred on 23 February 2017 when MSA officers in Jingtang port, Hebei inspected a Malta-flagged bulk carrier and took sample of fuel oil which was sent to Hebei Entry-Exit Inspection and Quarantine Bureau for test. Test result obtained on 27 February indicated sulphur content 1.11% m/m exceeding 0.5% m/m as required. Consequently Jingtang port MSA informed MSA in Tianjin where the vessel was berthing. On 28 February Tianjin MSA officers attended onboard and took sample again indicating sulphur content 0.866% m/m. China MSA had grounds to believe the vessel using non-compliant fuel which constitutes breach of "Air Pollution Prevention and Control Law of the People's Republic of China" and imposed penalty 60,000RMB. As per further investigation the breach resulted from loss of management onboard. The chief engineer was not familiar with fuel change-over procedure. In the case where the fuel was not identified clearly



high and low sulphur fuels were pumped to mix up wrongly and result in excess of limitation.

According to the statistics, from April to November 2016, Shanghai MSA inspected 1858 vessels and found 55 vessels in breach of the requirements. The environmental monitoring data shows, from April to December 2016, SO₂ content of atmosphere declined 52% compared to 2015 in Gaoqiao port of Shanghai Pudong and fell 23% in Shanghai New Jiangwan port. In the first half of 2017, SO₂ content declined 31% in Zhenhai port of Ningbo and 21% in Beilun port. In the eastern port of Shenzhen, SO₂ content fell around 38% compared to before ECA implementation. Within one month after ECA implementation, SO₂ content in Jingtang port declined 56%.

This publication collects and summarizes the updated China ECAs Implementation scheme, notices, guides issued by Competent Authority and circulars issued by China Classification Society, and focuses on the distinction in emission control requirements among ports of Europe Union, the Hong Kong Special Administrative Region of the People's Republic of China (hereinafter referred to as "Hong Kong") and China.

The third version mainly supplements the updating implementation area and new monitoring measure by China MSA.

2. China ECAs Specification

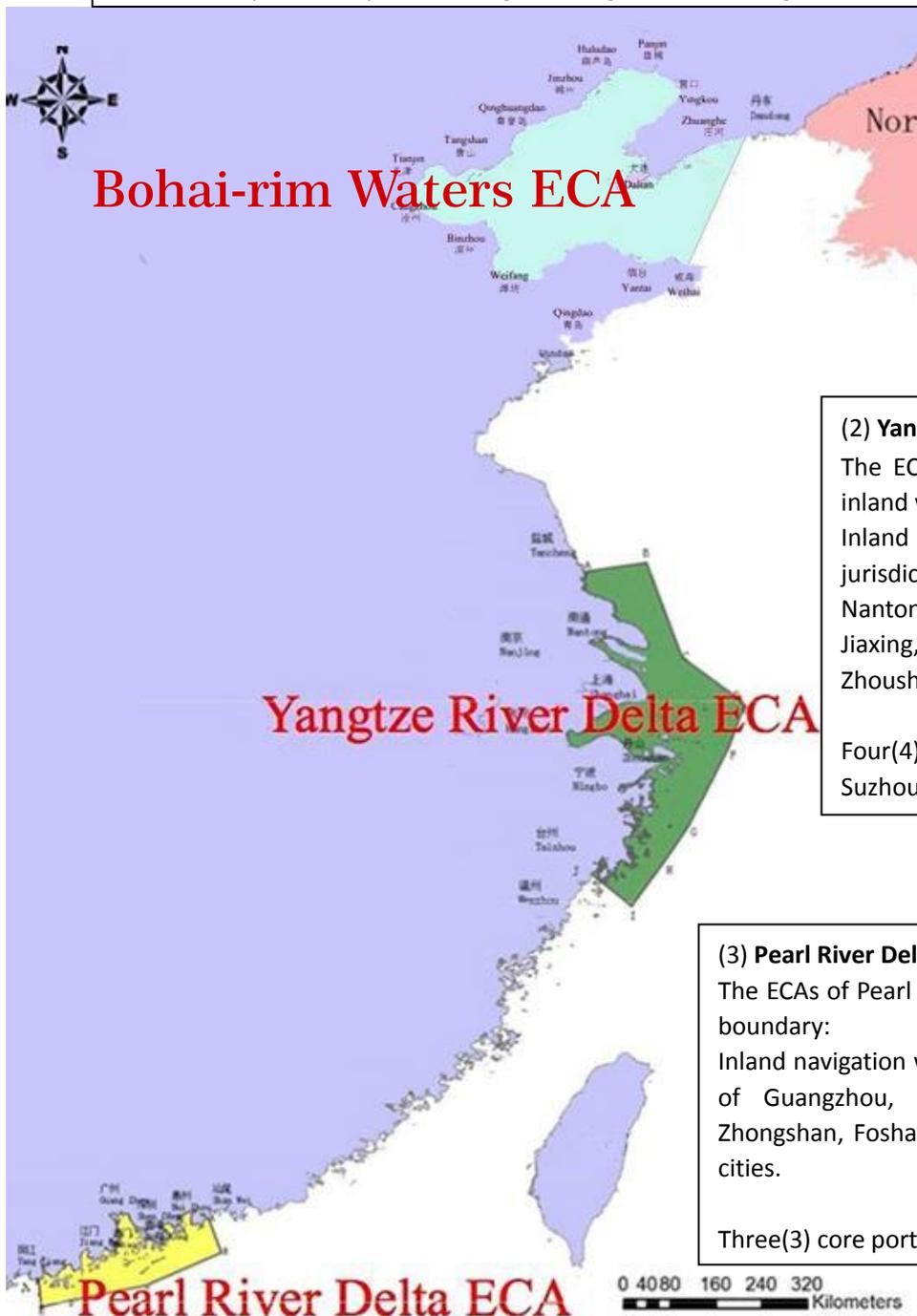
Currently there are three Emission Control Areas are defined, including Pearl River Delta, Yangtze River Delta, Bohai-rim Waters.

(1) Bohai-rim Waters (Beijing, Tianjin and Hebei Province)

The ECAs of Bohai-rim Waters have the following inland water boundary:

Inland navigation waters under the administrative jurisdiction of Dalian, Yingkou, Panjin, Jinzhou, Huludao, Qinghuangdao, Tangshan, Tianjin, Cangzhou, Binzhou, Dongying, Weifang, Yantai, totally thirteen (13) cities.

Four(4) core ports: Tianjin, Qinhuangdao, Tangshan and Huanghua Port.



(2) Yangtze River Delta

The ECAs of Yangtze River Delta have the following inland water boundary:

Inland navigation waters under the administrative jurisdiction of Nanjing, Zhenjiang, Yangzhou, Taizhou, Nantong, Changzhou, Wuxi, Suzhou, Shanghai, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan and Taizhou, totally sixteen (16) cities.

Four(4) core ports: Shanghai, Ningbo-Zhoushan, Suzhou, Nantong Port.

(3) Pearl River Delta

The ECAs of Pearl River Delta have the following inland water boundary:

Inland navigation waters under the administrative jurisdiction of Guangzhou, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen and Zhaoqing, totally nine (9) cities.

Three(3) core ports: Shenzhen, Guangzhou, Zhuhai Port.

3. Implementation Roadmap

In general NO_x emission control in Chinese waters shall be in line with the requirements stipulated in current MARPOL Annex VI for these international voyage ships, while SO_x emission control must follow roadmap as below according to China ECAs Implementation Scheme.

Phase	Sulphur content (m/m)	Applicable Area	Time
01.01.2016 - 31.12.2016	≤0.5%, or equivalent measures*	The ports which are in favorable conditions (voluntary)	At berth (except within 1 hour after arrival and within 1 hour before departure)
	≤3.5%	Area within China ECAs other than these ports which are in favorable conditions (mandatory)	All time
01.01.2017 -31.12.2017	≤0.5%, or equivalent measures*	Core ports (mandatory)	At berth (except within 1 hour after arrival and within 1 hour before departure)
	≤0.5%, or equivalent measures*	Ports other than core ports which are in favorable conditions (voluntary)	At berth (except within 1 hour after arrival and within 1 hour before departure)
	≤3.5%	Area within China ECAs other than core ports and other ports which are in favorable conditions (mandatory)	All time
01.01.2018 -31.12.2018	≤0.5%, or equivalent measures*	All ports (mandatory)	At berth (except within 1 hour after arrival and within 1 hour before departure)
	≤3.5%	Area within China ECAs other than all ports (mandatory)	All time
01.01.2019 -31.12.2019	≤0.5%, or equivalent measures	Area within China ECAs (mandatory)	All time
From 01.01.2020	≤0.1%, or equivalent measures*	Area within China ECAs; Expansion of China ECAs; Other possible measures	Possible implementation after completion of assessment before 2019.12.31

* Equivalent measures mean using ashore cold iron, using clean energy such as liquefied natural gas (LNG), or using an exhaust gas cleaning system (EGCS).

It is noteworthy that the Port Authorities may release the implementation notice ahead of timetable set in Scheme. So far there are several ports declaring the implementation in advance that ships calling those ports have to use fuel with sulphur content not exceeding 0.5%*m/m*. CCS is paying close attention to possible information released by Authorities.



4. Operational requirements

In order to implement the China ECAs Implementation Scheme, facilitate ships navigating, at berth and operating within the ship emission control areas, strengthen the supervision and management on the prevention and control of air pollution by ships and improve the quality of atmosphere environment, China MSA issued Notice on Strengthening Supervision and Management on Ship Emission Control Areas of Maritime Safety Administration of the People's Republic of China on Jan. 29 2016 to provide the parties concerned with specific operational requirements for the implementation of the Scheme.

According to the Scheme, for ships needing a changeover to low sulphur fuel within the Control Areas, information such as start and finish dates, time and marine longitude and latitude of the changeover, sulphur content in fuel, consumption of low sulphur fuel and changeover operators should be recorded in the machinery logbook. Any ship needing the changeover should provide a fuel changeover procedure in written form as part of its safety management system.

The ships should keep bunker delivery note for three (3) years and the samples until the fuel is used up but at least for one year.

For ships and terminals equipped with shore-based power supply/receiving and properly arranged according to the power supply and receiving procedure, without affecting ship-shore safety, the ships can give priority to ashore cold iron. Information such as start and finish dates, time and operators of using ashore cold iron should be recorded in the machinery logbook.

For dual-fuel fueled ships, information such as consumption of each kind of fuel, fuel changeover date, time and marine longitude and latitude and operators should be recorded in the machinery logbook.

For the ships using exhaust gas cleaning devices as an equivalent measure, the information such as start and finish dates, time and marine longitude and latitude of using the device and operators should be recorded in the machinery logbook.

In order to ensure marine safety or implement the rescue at sea, or in the case of any non-conformity with the emission control requirements of the Scheme caused by damage and malfunction of ship and equipment, the ships involved should report the relevant information to the nearest maritime authority in time and record it in logbook.



5. Port state control

Inspection requirements for ship changeover to low sulphur fuel

Documentation inspection

- Machinery Logbook: checking correct record such as start and finish dates, time and marine longitude and latitude of the changeover. checking sulphur content in fuel, consumption of low sulphur fuel. checking the record of fuel oil stored in per tank.
- Bunker delivery note
- Fuel changeover procedure and operation record.

Fuel inspection

For ships which fail the document inspection or which have violation records or which are suspected of violation after supervision, the maritime authority should carry out a fuel test.

For ships which pass the document inspection and do not have any violation records and not come under suspicion of violation, the maritime authority may carry out the fuel test randomly.

For ships subject to the fuel test, the maritime authority should make arrangements for law enforcers to take samples from the fuel on board the ship and deliver them to a testing company with the proper qualifications stipulated by the State for test. The testing company should issue a test report.

It should be paid attention to that portable sulphur content detectors are widely used for fuel local inspection by MSA of Shanghai, Dalian, Jiangyin etc. The detector may give result around 2 minutes.



Photo courtesy of Chinanews.com

Penalties

Ships using the fuel which does not meet the standards or requirements should be, according to the circumstances of violation, subjected to one or more of the followings in accordance with the provisions of laws and regulations or international conventions:

- Warning education;
- Corrective actions;
- Detention;
- Punishment according to the Regulation106 of the Air Pollution Prevention and Control Law of the People's Republic of China. If the ship has departed from the port, the local maritime authority may ask the maritime authority responsible for the next port to offer its assistance with investigation.

Inspection requirements for equivalents

Document inspection

The maritime authority should, in conjunction with site supervision and safety inspection, check the documents of the ship. Details are as follows:

For ships using ashore cold iron, it should be checked that the start and finish time of using ashore cold iron is recorded completely and normatively in the machinery logbook; it should be ensured that the start and finish time of using ashore cold iron is in accordance with the requirements of control areas; and that the ship has been equipped for the use of ashore cold iron.

For ships using clean energy, it should be checked that the use of clean energy on board has been marked on the Air Pollutions Prevention Certificate. For dual-fuel fueled ships, it should be checked that the time of fuel

changeovers recorded completely and normatively; and that the marine longitude and latitude at the time of changeover are recorded completely and normatively; it should be ensured that positions of the ship at the time of changeover meet the requirements of the control areas; and it should be checked that the consumption of clean energy and fuel is recorded completely and normatively.

For ships using exhaust gas cleaning devices, it should be checked that the start and finish time of using the device is recorded completely and normatively in the machinery logbook; and that the marine longitude and latitude at the time when the device is started and stopped are recorded completely and normatively; it should be ensured that positions of the ship at the time when the device is started and stopped meet the requirements of the control areas; and it should be checked that a product certificate of the device is provided and the Air Pollutions Prevention Certificate has been endorsed accordingly.

Site inspection

For ships which fail the document inspection or which have violation records or which are suspected of violation after supervision, the maritime authority should patrol in the field to inspect ship's use of ashore cold iron and clean energy and installation of exhaust gas cleaning device.

Penalties

Ships adopting equivalents which fail to meet the requirements of emission equivalent to the one of low sulphur fuel oil should be, according to the circumstances of violation, subjected to one or more of the followings in accordance with the provisions of laws and regulations or international conventions:

- Warning education;
- Corrective actions;
- Detention.



Photo courtesy of Jiangsu MSA

6. Definition and interpretation

In order to meet requirements of China ECAs Implementation Scheme, there are several important definitions of terms as follows which were issued by China MSA recently. A ship calling the port within ECA could calculate the start time of changeover operation to ensure the compliant fuel used on board within 1 hour after berthing.

At berth refers to the period between the moments when the ship being securely moored at a berth and unmoored from its berth.

Berth doesn't include anchoring and buoys mooring.

Securely moored as mentioned above means the status in which all mooring cables are secured. In extreme sea condition, provided that the main engines need standby condition to ensure the ship's safety, "securely moored" means the status in which the ship finishes with engines.

Note: there is different definition in Shenzhen, ie. **berthing time** is defined as the period of time when the first cable fastened till all the cables of the ship are untied.

Unmoored from its berth means the status in which all mooring lines are untied.



Use fuel with sulphur content $\leq 0.5\% \text{m/m}$ means that all fuel used equipment on board (including the main engine, auxiliary engine, boilers, generators, etc.) should use the fuel sulphur content $\leq 0.5\% \text{m/m}$.

According to implementation plan of China ECA, ships at the core ports within ECAs must use fuel oil containing $0.5\% \text{m/m}$ or less from the moment 1 hour after being securely moored. It should be noted at the moment fuel changeover operation should have completed and compliant fuel has been burned on board. In light of above definitions, the crew could decide when changeover operation starts.

7. Regulation Comparison

Nowadays the Authorities of Europe Union (hereinafter referred to as “EU”), Hong Kong, China (hereinafter referred to as “Hong Kong”) and Mainland, China have emission control policies for ports respectively. Due to unawareness of existing distinction among different ports, ships may be in breach of such requirements and lead to penalty even detention. This section gives a summary of emission control requirements in these Authorities as reference.

Implementation date	
EU	01.01.2010
Hong Kong	01.07.2015
Mainland, China	01.01.2017 (several ports implementation in advance)
Sulphur content limitation in fuel	
EU	≤0.1% _{m/m}
Hong Kong	≤0.5% _{m/m}
Mainland, China	≤0.5% _{m/m}
Applicable area	
EU	EU ports, excluding ports in the French overseas departments, the Azores, Madeira and the Canary Islands. Directive 1999/32/EC does not contain a definition of port area, which is established by the Competent Authority of Member State
Hong Kong	Any location in the waters of Hong Kong can be a berth as long as the vessel is not underway, including container terminals, cruise terminals, wharf, buoys, anchorages etc
Mainland, China	2017.1.1 -2017.12.31 Core ports in ECAs (several ports implementation in advance) 2018.1.1- 2018.12.31 All ports in ECAs 2019.1.1-2019.12.31 All areas in ECAs
Definition of berth	
EU	Including moored or anchored
Hong Kong	Including moored or anchored
China	Not including anchoring and buoys mooring
Start time of using compliant fuel	
EU	No exact requirement. Crew should start fuel-changeover operations as soon as possible after the ship is securely moored or anchored in port.
Hong Kong	1 hour after the moment the vessel is securely anchored or moored at berth
Mainland, China	1 hour after the moment the vessel is securely moored* at berth

End time of using compliant fuel	
EU	No exact moment requirement. Crew should start fuel-changeover operations as late as possible before departure, when it is allowed to start fuel changeover to be ready for departure.
Hong Kong	1 hour before the vessel is untied from its berth
Mainland, China	1 hour before the vessel is untied from its berth
Applicable machinery using compliant fuel	
EU	All engines and boilers onboard the ship which are kept running while at berth
Hong Kong	The main engine (except when it is used for the propulsion of the vessel), the auxiliary engine, the boiler and the generator
Mainland, China	All fuel used equipment on board (including the main engine, auxiliary engine, boilers, generators, etc.)
At which moment does a ship has to changeover fuel?	
EU	As soon as possible after arrival at berth.
Hong Kong	In the case where 1 hour fuel switching time is sufficient, change over operation start as soon as possible after arrival. However, in a rare case where it takes longer than 1 hour to switch fuels, the ship management or master should start fuel switching well in advance to ensure that switching to compliant fuel is completed within the first hour after arrival. (Quotation from Guide to the Air Pollution Control (Ocean Going Vessels)(Fuel at Berth) Regulation)
Mainland, China	As early as possible to ensure that changeover operation is completed within the first hour after arrival (securely moored*).

*The definition of berthing time may be different at individual port such as Shenzhen.

8. Frequently Asked Questions

Since the China ECAs Implementation Scheme was published in 2015 CCS received various questions from shipowners and management companies. For the purpose of assisting the parties concerned to understand the requirements CCS collected frequently asked questions and developed below responses for reference. It should be noted the responses are from understanding based on documentation released by China MSA which will be responsible for the actual implementation and final decision made.

Q: What kinds of vessels have to follow the China ECAs requirement?

A: The requirements apply to these vessels when they are sailing, anchoring or operating in China ECAs, however, warships/military ships, sport ships/boats, or fishing ships/vessels are excluded.

Q: What ports in China have implemented the emission control by January 2018?

A: (1) **Pearl River Delta:** All Ports
(2) **Yangtze River Delta:** All Ports
(3) **Bohai-rim Waters:** All Ports

Q: For a vessel without using ashore cold iron, clean energy or exhaust gas cleaning system (EGCS), what documents and records should be kept on board?

A: 1. Machinery logbook, recording the information such as start and finish dates, time and marine longitude and latitude of the ship changeover, sulphur content in fuel, consumption of low sulphur fuel and changeover operators etc.
2. Oil record book.
3. Fuel changeover procedure.
4. Bulker delivery note, kept on board for 3 years.

Q: What may the penalties be taken after the port authorities have found violations of the sulphur emission control requirements?

A: 1. For ships using non-equivalent measures, the penalty may be:
a) Warning education;
b) Corrective actions;
c) Detention;
d) Punishment according to the Regulation 106 of the Air Pollution Prevention and Control Law of the People's Republic of China. If the ship has departed from the port, the local maritime authority may ask the maritime authority responsible for the next port to offer its assistance with investigation.
2. For ships using equivalent measures, the penalty may be:
a) Warning education;
b) Corrective actions;
c) Detention.

Q: In 2018, can a ship start to switch fuel changeover from 1 hour after berthing at port within the ECAs?

A: NO. According to the China ECAs Implementation Scheme, all of ships have to use the low sulphur fuel at the moment 1 hour after berthing. It means that all of ships have to finish fuel changeover within 1 hour.

Q: If a ship needs more than 1 hour to finish the fuel changeover, does it have to start earlier before berthing?

A: YES. Please strictly implement one hour time limit. So check the changeover time on board carefully according to changeover procedure. If it will cost more than 1 hour to complete, please prepare for fuel changeover in advance.

For example, according the procedure, the changeover will need half an hour; the ship can start to switch to compliant fuel after berthing. If it will need one and half an hour, please operate the switching half an hour before the ship berthing.

Q: Does ship berth at anchorage need to meet the requirements?

A: Before 2019, the requirements only apply to the ship's berth at port.

However some ships which need longer time to complete the fuel changeover may need to start the operation in the anchorage.

And, it is recommended to consult local agent before arrival at any port, due to the local authorities may impose optional higher standards on their territory.

Q: What equipment on board have to use compliant fuel?

A: All fuel used equipment on board including the main engine, auxiliary engine, boilers, generators, etc.

Q: Whether the ports in ECAs implement unified standard? If the difference exists, how to deal with?

A: Generally the implementations in ports are same. However certain ports may formulate individual implementation requirements. For example, "securely moored at berth" is defined either the status in which all mooring cables are secured or the status in which the first cable is fastened. It is recommended to consult local agent for any special requirements before arrival.

Q: For the port fitting with shore power equipment, whether the ship has to use shore power mandatorily?

A: NO. So far it is not mandatory requirement.

In case the ships and terminals equipped for shore-based power supply/receiving and properly arranged according to the power supply and receiving procedure, without affecting ship-shore safety, the ships can give priority to ashore cold iron.

And, Chinese port authorities are considering giving those who choose shore power priorities by berthing, loading and departure.

Q: Can ships have exemption of fuel test if document inspection is satisfied?

A: For ships which pass the document inspection and do not have any violation records and not come under suspicion of violation, the maritime authority may carry out the fuel inspection randomly. So please pay attention to the changeover time and finish operation on time.

Q: Do the changeover operation requirements apply to main engines?

A: According to the implementation scheme, before 2019 only using low sulphur fuel at ports are required. The majority of vessels will shut down main engines while at berth. It is not necessary to operate fuel changeover for the main engines. However there are some vessels using their main engines for the purposes other than propulsion, eg. shaft generators for electricity generation. In these cases they have to switch to compliant fuel.

The emission control will be enlarged to whole waters within China ECAs in 2019, ie. the ships entering the areas should meet low sulphur fuel requirements. Similar as SECA requirements of MARPOL, main engine should be switched to compliant fuel timely.

Q: Under what circumstances can ships be granted the exemption?

A: There is no exemption mentioned in China ECAs Implementation Scheme. While, most ports have released their own provision for exemption, i.e Shanghai port regulates 5 case of exemption. The ship company or agent may submit applications and supporting materials, obtain exemption after approval.

Q: What are acceptable equivalents for using low sulphur fuel?

A: Equivalents means the measures by using any devices, equipment or alternative fuel to get same emission or better, including using ashore cold iron, clean energy such as liquefied natural gas (LNG), or exhaust gas cleaning system.

Q: What onboard inspection of a ship may be undertaken to verify 0.5% maximum sulphur fuel being used?

A: Document inspection and fuel inspection are to be undertaken on board. Document inspection covers machinery logbook, bulker delivery note and fuel changeover procedure. Fuel inspection means sampling and analysis by the company with the proper qualifications stipulated by the State. Additionally, PSCO may check it on spot with portable sulphur content detector.

Q: Will the change-over requirement apply to ships which are at berth for less than two hours?

A: NOT applicable.

According to the Implementation Scheme, all of ships have to use low sulphur fuel at berth does not include one hour after arrival and one hour before departure. However, Apart from those vessels with a clear departure schedule, such as a ferry, the most of ships will berth likely to be more than two hours.

To avoid violation of the requirements due to delays in departure, it is recommended to switch and use low Sulphur fuel within one hour.

Q: Do the requirements apply to fuel oil fired inert gas generators?

A: YES.

The low sulphur fuel requirement applies to all fuel used equipment on board.

Q: When is a ship considered to be “at berth”?

A: “At berth” means the moment when the ship being securely moored at a berth. In general it refers to the status in which all mooring cables are secured. In extreme sea condition, provided that the main engines

need standby condition to ensure the ship's safety, "securely moored" means the status in which the ship finishes with engines. It should be noted Shenzhen MSA defines "at berth" to start from the moment while the first cable is fastened.

Q: What content should be recorded in the ship's logbook?

- A:**
1. For ships needing a changeover to low sulphur fuel within the Control Areas, the information such as start and finish dates, time and marine longitude and latitude of the changeover, sulphur content in fuel, consumption of low sulphur fuel and changeover operators should be recorded in the machinery logbook .
 2. For ships using ashore cold iron, the information such as start and finish dates, time and operators of using ashore cold iron should be recorded in the machinery logbook.
 3. For dual-fuel fueled ships, the information such as consumption of each kind of fuel, fuel changeover date, time and marine longitude and latitude and operators should be recorded in the machinery logbook.
 4. For the ships using exhaust gas cleaning devices as an equivalent measure, the information such as start and finish dates, time and marine longitude and latitude of using the device and operators should be recorded in the machinery logbook.
 5. In order to ensure marine safety or implement the rescue at sea, or in the case of any non-conformity with the emission control requirements of the Scheme caused by damage and malfunction of ship and equipment, the ships involved should report the relevant information to the nearest maritime authority in time and record it in logbook.

Q: If a ship is required to change berth within a port is it required to use a 0.5% m/m max sulphur fuel, does it may not use the low sulphur fuel during the shift?

- A:** The Implementation Scheme only requires the ships to use low sulphur fuel when they are at berth. During the ship's shift, it can use non-compliant fuel technically. There is not clarification for the use of fuel during the ship's shift. However, some local authorities can impose it for their own purpose, please check with local agent in advance.

Q: When ships sail to shipyard which is located in the Sulphur Controlled ports for repair, do they need meet the low Sulphur Fuel requirement?

- A:** There is not clear definition the term "port" in the Implementation Scheme. However, for the objective to control emission the shipyards should be regarded as port so that the low sulphur requirement is applicable.



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