

標題

中国の排出規制水域における燃料油硫黄分濃度規制  
についての追加情報 - 深圳港における規制実施につ  
いて

# ClassNK

## テクニカル インフォメーション

No. TEC-1088

発行日 2016年9月16日

各位

ClassNK テクニカル・インフォメーション No. TEC-1060、TEC-1063、TEC-1068 にてお知らせ致しております中国の排出規制水域における燃料油硫黄分濃度規制につきまして、以下の通り深圳港における規制実施に関する追加情報を入手致しましたのでお知らせ致します。

深圳市人居环境委員会・深圳海事局・深圳市交通運輸委員会が発行した通知文書(中国語)によると、2016年10月1日以降、深圳港に停泊中(ただし到着後1時間、出発前1時間は除く)は硫黄分濃度0.5%以下の燃料油の使用が要求されます。同文書の掲載 URL は以下の通りです。

深圳市人居环境委員会 Web ページ URL

[http://www.szhec.gov.cn/xxgk/qt/tzgg/201608/t20160826\\_4325855.htm](http://www.szhec.gov.cn/xxgk/qt/tzgg/201608/t20160826_4325855.htm)

なお、到着とは最初の係留索を固定した時、出発とは最後の係留索を解いた時とされております。

同規制への適合に改造が必要な船舶は、2017年1月1日より前に改造の完了を予定している場合、免除の事前申請をすることが出来ます。免除の申請時には、その改造が必要なものであり、かつ、その改造を2017年1月1日より前に完了出来ることを示す十分な証拠を深圳海事局に提出する必要があります。

なお、本件に関してご不明な点は、以下の部署にお問い合わせください。

一般財団法人 日本海事協会 (ClassNK)

本部 管理センター別館 機関部

住所: 東京都千代田区紀尾井町 3-3 (郵便番号 102-0094)

Tel.: 03-5226-2022 / 2023

Fax: 03-5226-2024

E-mail: [mcd@classnk.or.jp](mailto:mcd@classnk.or.jp)

添付:

1. 公式通知文書(仮訳)

NOTES:

- ClassNK テクニカル・インフォメーションは、あくまで最新情報の提供のみを目的として発行しています。
- ClassNK 及びその役員、職員、代理もしくは委託事業者のいずれも、掲載情報の正確性及びその情報の利用あるいは依存により発生する、いかなる損失及び費用についても責任は負いかねます。
- バックナンバーは ClassNK インターネット・ホームページ(URL: [www.classnk.or.jp](http://www.classnk.or.jp))においてご覧いただけます。

## Announcement of Shenzhen Living Environment Commission, Shenzhen Municipal Transport Commission, and Shenzhen Maritime Safety Administration on use of Low Sulphur Fuel Oil while berthing at Shenzhen Port

In order to enforce "*Laws of the People's Republic of China on Prevention and Control of Atmospheric Pollution*", improve the air quality of Shenzhen, facilitate the development of Shenzhen Shipping, implement "*Implementation Plan on Domestic Emission Control Areas in Waters of the Pearl River Delta, the Yangtze River Delta and Bohai Rim (Beijing, Tianjin, Hebei)*", and "*Working Plan on Implementation of Ship Pollution Control Measures at Shenzhen Port*", it will be mandatorily required for the ship to use low sulphur fuel oil while berthing at Shenzhen Port. The requirements of the Work Plan are as follows:

- I. The sulphur content of any fuel oil used on board vessels while berthing at Shenzhen Port (excluding the first hour after arrival and the last hour before departure) shall not exceed 0.5% m/m on and after 1 October 2016.

"Berthing in Shenzhen Port" is defined as the period of time when the first mooring rope of the ship is firmly fastened to a bollard till the last mooring rope of the ship is untied.

- II. The Fuel Oil Change-over Record, Bunker Delivery Notes, Oil Record Book, Engine Logbook, etc., are to be kept onboard ships, and checked by relevant organizations.
- III. In case the ship cannot comply with this announcement due to special situations, it may apply for exemption or impunity to Shenzhen MSA. The detailed requirements are shown in the attachment of this announcement.

- IV. Ships can take alternative measures equivalent to the aforementioned control measures. The use of alternative measures except shore power and LNG clean energy, is to be accepted by Shenzhen Living Environment Commission in advance.
- V. Shenzhen MSA will enhance the supervision of ships arriving Shenzhen port, strengthen the sampling inspection of fuel oil quality and ship emission. The ship which does not use the required low sulphur fuel oil will be punished in accordance with the Regulation 106, "Laws of the People's Republic of China on Prevention and Control of Atmospheric Pollution".
- VI. The applicable ships of this announcement are all the ships excluding military vessels, sport vessels and fishing boats.

## Attachment

### Exemption and Impunity for the ships

#### I. Exemption

Ships may apply for the exemption in advance in case the ship cannot conduct the requirements of *Announcement of Using of Low Sulphur Fuel Oil while Berthing at Shenzhen Port* during berthing due to one of the following three reasons. The exemption application with sufficient evidentiary material is to be submitted to Shenzhen MSA by the belonging company or agent of the ship. After approved by Shenzhen MSA, the ship can receive the exemption.

1. Sufficient evidence can be submitted to show that all efforts have been made, but still cannot acquire the low sulphur fuel oil.
2. Sufficient evidence can be submitted to show that the ship retrofit is necessary for using Low Sulphur Fuel oil, and the retrofit work can be finished before 1st Jan. 2017.
3. Sufficient evidence can be submitted to show that using low sulphur fuel oil during berthing may cause danger to the ship.

#### II. Impunity

The ship shall submit sufficient evidence to show that force majeure or other emergencies occurred, so that the ship cannot use the required low sulphur fuel oil during berthing. In this case, the ship should submit the impunity application to Shenzhen MSA immediately by the means of VHF, telephone and so on.

Then written material for impunity application are to be submitted afterwards. After approved by Shenzhen MSA, the ship can receive the impunity.