

Subject

Expansion of applicable areas subject to regulations on the sulphur content of fuel oil within Chinese emission control areas starting on 1 January 2019

ClassNK

Technical Information

No. TEC-1171

Date 28 December 2018

To whom it may concern

Information related to the Chinese government's implementation of regulations limiting the sulphur content of fuel oil used on board vessels to 0.5% m/m was previously provided in ClassNK Technical Information Nos. TEC-1060, TEC-1063, TEC-1068, TEC-1088, TEC-1130 and TEC-1138. TEC-1138, in particular, explained regulations applicable to only those vessels navigating the Pearl River Delta, Bohai Rim and Yangtze River Delta. Then, please be advised of the following additional information about the expansion of the applicable areas.

From 1 January 2019, vessels navigating, berthing and operating within Domestic Emission Control Areas (hereinafter referred to as "DECAs"), which includes both coastal control area throughout China and inland river control area, are required to use fuel oil which sulphur content does not exceed 0.5% m/m. For more details, including the scope of the DECAs, please refer to Attachment 1 "Notifications from Ministry of Transport of the People's Republic of China". Furthermore, the regulations are to be strengthened sequentially as per the following table.

Requirements of the regulations on the sulphur content of fuel oil

Applicable date	Requirements
From 1 January 2019	The sulphur content of fuel oil used on board should not exceed 0.5% m/m when operating within DECAs.
From 1 January 2020	The sulphur content of fuel oil used on board should not exceed 0.1% m/m when operating within inland river control area.
From 1 March 2020	Vessels which do not use alternative arrangements should load and use fuel oil as required in the regulation when operating within DECAs.
From 1 January 2022	The sulphur content of fuel oil used on board should not exceed 0.1% m/m when operating within coastal control area in Hainan waters.

In addition, from 1 July 2019, existing vessels (except for tankers) fitted with onboard devices for using shore power are required to use shore power when berthing at locations which have shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours except when using other alternative or equivalent measures.

(To be continued)

NOTES:

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Attachment:

1. Notifications from Ministry of Transport of the People's Republic of China (original English version)
2. Notifications from Ministry of Transport of the People's Republic of China (original Chinese version)

Implementation Scheme of the Domestic Emission Control Areas for Atmospheric Pollution from Vessels¹

by Ministry of Transport of the People's Republic of China on 30th Nov. 2018

In order to implement the national policies on ecological civilization development, pollution prevention and control, to protect the blue skies, as well as to facilitate the green shipping development and the energy saving and emission reduction of vessels, this Implementation Scheme is formulated in accordance with the *Air Pollution Prevention and Control Law of the People's Republic of China* and the applicable international conventions, and on the basis of the *Implementation Scheme of the Domestic Emission Control Areas for Vessels in the Pearl River Delta, the Yangtze River Delta and the Bohai-Rim Area (Beijing, Tianjin and Hebei)* (JHF [2015] No. 177).

1. Objectives

The Domestic Emission Control Areas for Atmospheric Pollution from Vessels (hereinafter referred to as “DECAs”) are designated to control and reduce emissions of atmospheric pollutants including SO_x, NO_x, particulate matters (PMs) and volatile organic compounds (VOCs) from vessels and to improve the air quality of coastal areas and inland river port cities.

2. Principles

The DECAs are designated according to the following principles:

- (i) Promoting a coordinated development of the environment quality improvement and the shipping economy growth.
- (ii) Strengthening the control of air pollution from vessels.
- (iii) Complying with the international conventions and domestic laws.
- (iv) Taking a phased-in approach and conducting pilot programs.

3. Scope of Application

The Scheme applies to vessels navigating, berthing and operating in the DECAs.

4. Geographic Scope of the DECAs

The DECAs referred to in the Scheme include both the coastal control area and the inland river control area.

The coastal control area covers the sea area enclosed by the 60 coordinates listed in Table 1, and the sea area in Hainan waters is enclosed by the 20 coordinates listed in Table 2.

The inland river control area is the navigable waters of the main stream of the Yangtze River (from Shuifu, Yunnan to the mouth of the Liuhe River, Jiangsu) and the main stream of the Xijiang River (from Nanning, Guangxi to Zhaoqing, Guangdong), the coordinates of the starting and ending points are listed in Table 3.

Table 1 Coordinates of the Boundary Control Points in the Coastal Control Area

¹ This English version of Implementation Scheme for DECAs is only for reference, whileas the documents issued by MOT should be used as the officail version.

No.	Longitude	Latitude	No.	Longitude	Latitude
1	124°10'06.00"	39°49'41.00"	31	112°50'52.80"	21°22'25.68"
2	122°57'14.40"	37°22'11.64"	32	112°29'20.40"	21°17'12.48"
3	122°57'00.00"	37°21'29.16"	33	111°27'00.00"	19°51'57.96"
4	122°48'18.00"	36°53'51.36"	34	111°23'42.00"	19°46'54.84"
5	122°45'14.40"	36°48'25.20"	35	110°38'56.40"	18°31'10.56"
6	122°40'58.80"	36°44'41.28"	36	110°37'40.80"	18°30'24.12"
7	122°24'36.00"	36°35'08.88"	37	110°15'07.20"	18°16'00.84"
8	121°03'03.60"	35°44'44.16"	38	110°09'25.20"	18°12'45.36"
9	120°12'57.60"	34°59'27.60"	39	109°45'32.40"	17°59'03.12"
10	121°32'24.00"	33°28'46.20"	40	109°43'04.80"	17°59'03.48"
11	121°51'14.40"	33°06'19.08"	41	109°34'26.40"	17°57'18.36"
12	122°26'42.00"	31°32'08.52"	42	109°03'39.60"	18°03'10.80"
13	123°23'31.20"	30°49'15.96"	43	108°50'42.00"	18°08'58.56"
14	123°24'36.00"	30°45'51.84"	44	108°33'07.20"	18°21'07.92"
15	123°09'28.80"	30°05'43.44"	45	108°31'40.80"	18°22'30.00"
16	122°28'26.40"	28°47'31.56"	46	108°31'08.40"	18°23'10.32"
17	122°07'30.00"	28°18'58.32"	47	108°28'44.40"	18°25'34.68"
18	122°06'03.60"	28°17'01.68"	48	108°24'46.80"	18°49'13.44"
19	121°19'12.00"	27°21'30.96"	49	108°23'20.40"	19°12'47.16"
20	120°42'28.80"	26°17'32.64"	50	108°22'45"	20°24'05"
21	120°36'10.80"	26°04'01.92"	51	108°12'31"	21°12'35"
22	120°06'57.60"	25°18'37.08"	52	108°08'05"	21°16'32"
23	119°37'26.40"	24°49'31.80"	53	108°05'43.7"	21°27'08.2"
24	118°23'16.80"	24°00'54.00"	54	108°05'38.8"	21°27'23.1"

25	117°50'31.20"	23°23'16.44"	55	108°05'39.9"	21°27'28.2"
26	117°22'26.40"	23°03'05.40"	56	108°05'51.5"	21°27'39.5"
27	117°19'51.60"	23°01'32.88"	57	108°05'57.7"	21°27'50.1"
28	116°34'55.20"	22°45'05.04"	58	108°06'01.6"	21°28'01.7"
29	115°13'01.20"	22°08'03.12"	59	108°06'04.3"	21°28'12.5"
30	114°02'09.60"	21°37'02.64"	60	The end of the center line of the main waterway of the Beilun River toward the sea side	

Table 2 Coordinates of the Boundary Control Points in Hainan Waters

No.	Longitude	Latitude	No.	Longitude	Latitude
A1	108°26'24.88"	19°24'06.50"	33	111°27'00.00"	19°51'57.96"
A2	109°20'00"	20°07'00"	34	111°23'42.00"	19°46'54.84"
A3	111°00'00"	20°18'32"	35	110°38'56.40"	18°31'10.56"
			36	110°37'40.80"	18°30'24.12"
			37	110°15'07.20"	18°16'00.84"
			38	110°09'25.20"	18°12'45.36"
			39	109°45'32.40"	17°59'03.12"
			40	109°43'04.80"	17°59'03.48"
			41	109°34'26.40"	17°57'18.36"
			42	109°03'39.60"	18°03'10.80"
			43	108°50'42.00"	18°08'58.56"
			44	108°33'07.20"	18°21'07.92"
			45	108°31'40.80"	18°22'30.00"
			46	108°31'08.40"	18°23'10.32"
			47	108°28'44.40"	18°25'34.68"

	48	108°24'46.80"	18°49'13.44"
	49	108°23'20.40"	19°12'47.16"

Table 3 Coordinates of the Starting and Ending Points in the Inland River Control Area

Inland river control area	Boundary name	Name of the location	Description of the location	Location No.	Longitude	Latitude
Main stream of the Yangtze River	Starting point	Shuifu Yunnan	Xiangjiaba Bridge	B1	104°24'30.60"	28°38'22.38"
				B2	104°24'35.94"	28°38'27.84"
	Ending point	Mouth of the Liuhe river Jiangsu	Line connecting Liuheiwu in the lower reaches of the mouth of the Liuhe River and Shixin signal pole in the lower reaches of the Shiqiao River Chongming island	B3	121°18'54.00"	31°30'52.00"
				B4	121°22'30.00"	31°37'34.00"
Main stream of the Xijiang River	Starting point	Nanning Guangxi	Minsheng Terminal of Nanning	B5	108°18'19.77"	22°48'48.60"
				B6	108°18'26.72"	22°48'39.76"
	Ending point	Zhaoqing Guangdong	Line connecting Tiexianjiao, Jinli and Shangzui, Yongkou, Wudinggang on the trunk stream of the Xijiang River	B7	112°48'30.00"	23°08'45.00"
				B8	112°47'19.00"	23°08'01.00"

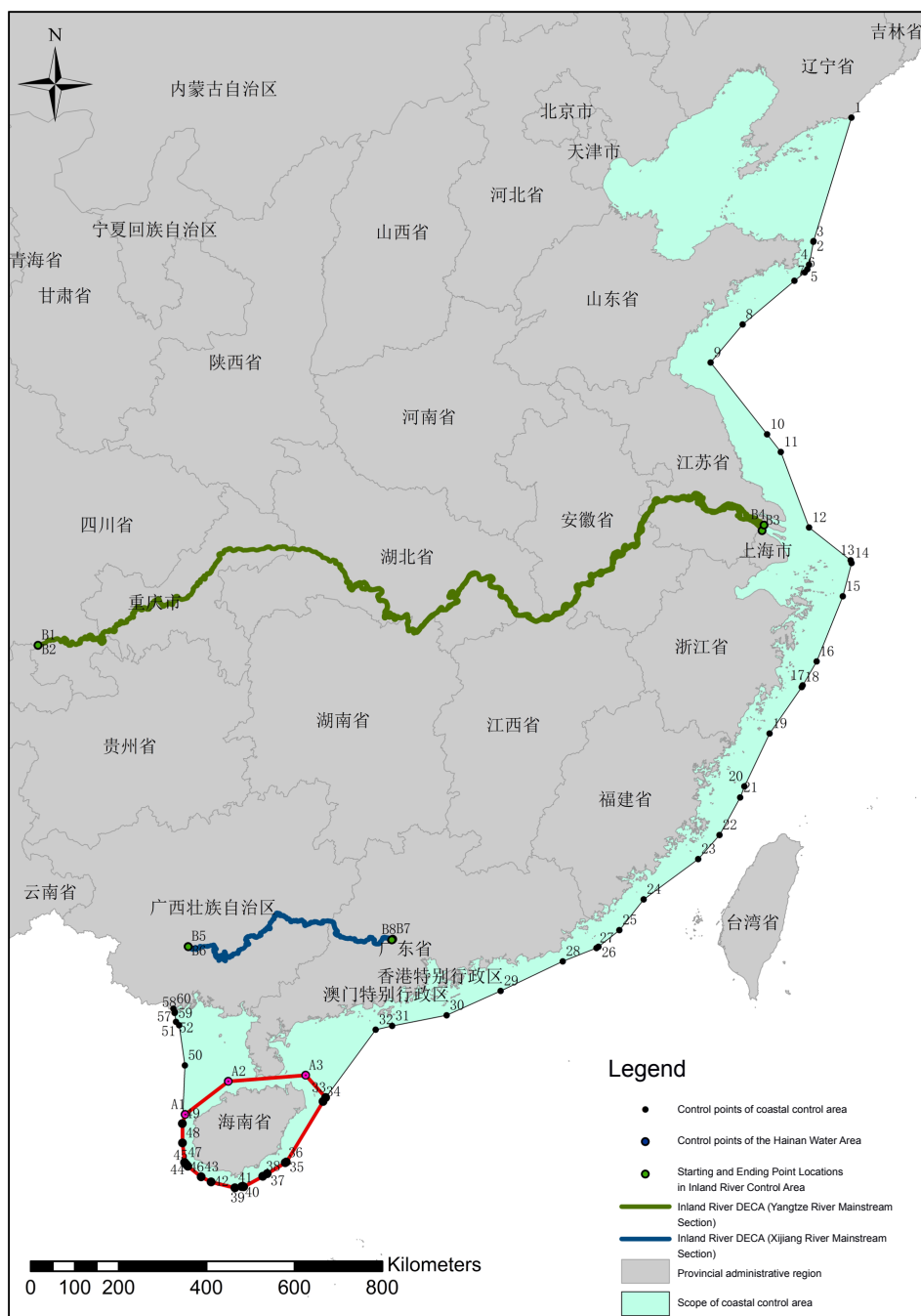


Figure 1 Geographic Scope of the Emission Control Area

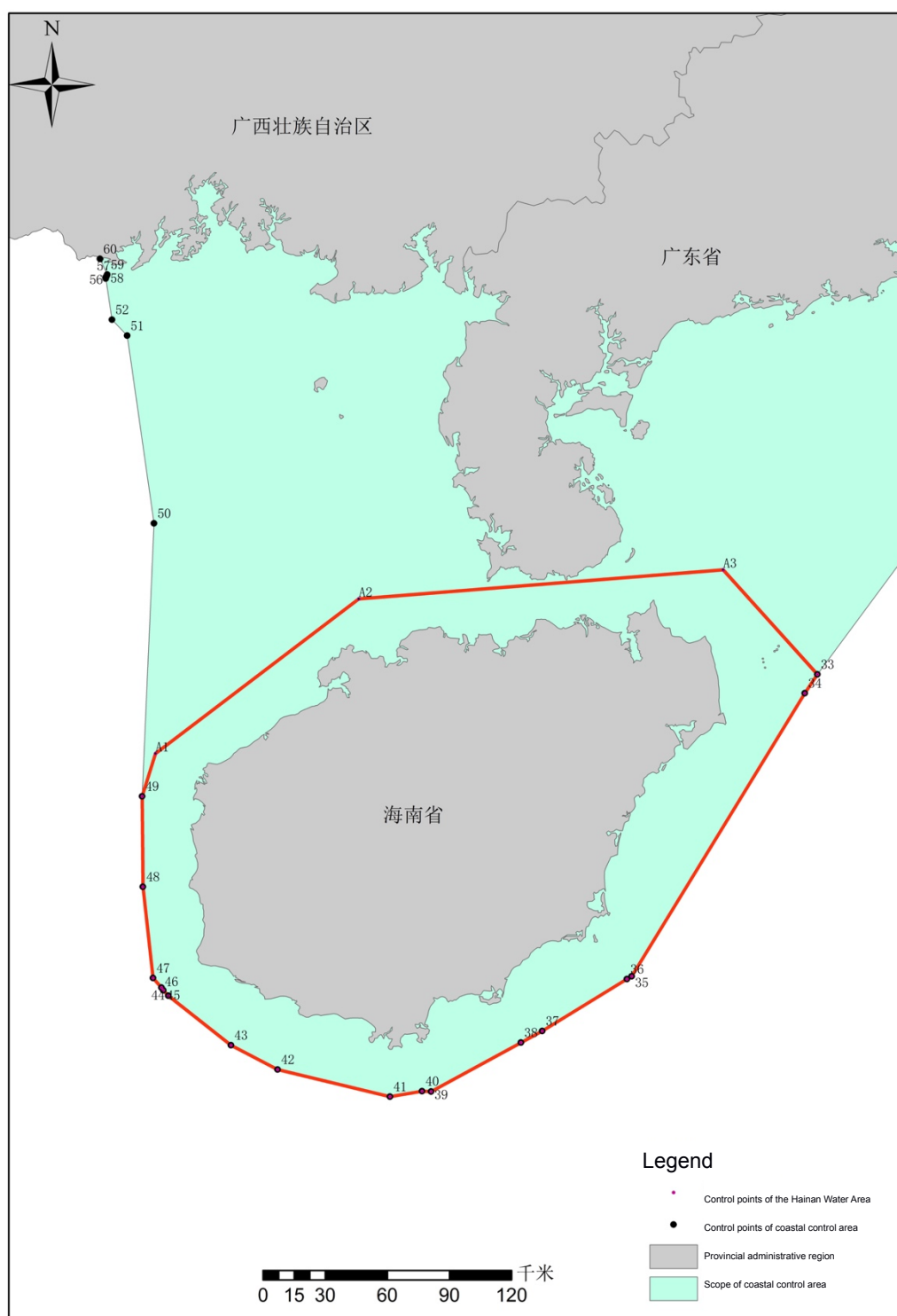


Figure 2 Geographic Scope of the Emission Control Area in Hainan Waters

5. Control Requirements

(i) Emission control requirements for SO_x and particulate matters

.1 From 1 January 2019, the sulphur content of any fuel oil used on board sea-going vessels operating in the DECAs should not exceed 0.5% m/m; the fuel oil compliant with the newly revised national standards for marine fuels should be used on board large inland waterway vessels and on board vessels engaged in direct voyages between the sea and the river; and the diesel fuel compliant with the national standards should be used on board other inland waterway vessels. From 1 January 2020, the sulphur content of fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in the inland river emission control area.

.2 From 1 March 2020, vessels that do not use the alternative arrangement for the control of SO_x and PMs should only be loaded and use the fuel oil as required in this Scheme when operating in the DECAs.

.3 From 1 January 2022, the sulphur content of any fuel oil used on board sea-going vessels should not exceed 0.1% m/m when operating in the coastal emission control area in Hainan waters.

.4 The feasibility study for vessels using the fuel oil with the sulphur content not exceeding 0.1% m/m should be conducted in due course, so as to inform the decision on the implementation of 0.1% m/m sulphur cap for sea-going vessels when operating in the coastal emission control area on and after 1 January 2025.

(ii) Emission control requirements for NO_x

.5 Each marine diesel engine with a power output of more than 130 kW installed on vessels engaged in international voyages constructed on and after 1 January 2000 (according to the date that the keel is laid, similarly hereinafter) or having the marine diesel engine that undergoes a major conversion should meet the Tier I requirements in the International Convention for the Prevention of Pollution from Ships (MARPOL) Annex VI.

.6 Each marine diesel engine with a power output of more than 130 kW installed on vessels engaged in international voyages constructed on and after 1 January 2011 or having the marine diesel engine that undergoes a major conversion should meet the Tier II requirements in MARPOL Annex VI.

.7 Each marine diesel engine with a power output of more than 130 kW installed on Chinese vessels engaged in domestic voyages constructed on and after 1 March 2015 or having the marine diesel engine that undergoes a major conversion should meet the Tier II requirements in MARPOL Annex VI.

.8 Marine diesel engines with a per cylinder displacement at or above 30 litres installed on Chinese vessels engaged in domestic voyages constructed on and after 1 January 2022 or having the marine diesel engine that undergoes a major conversion should meet the Tier III requirements in MARPOL Annex VI when operating in the coastal emission control area in Hainan waters and in the inland river emission control area.

.9 The application of the Tier III requirements of MARPOL Annex VI should be assessed in due course, so as to inform the decision on the implementation of the Tier III requirements for marine diesel engines with a per cylinder displacement at or

above 30 litres installed on Chinese vessels engaged in domestic voyages constructed on and after 1 January 2025 or having the marine diesel engine that undergoes a major conversion.

(iii) Requirements for the use of shore power for vessels at berth

.10 The Chinese public service vessels, inland waterway vessels (except for tankers) and vessels engaged in direct voyages between the sea and the river constructed on and after 1 January 2019 should have onboard devices for the use of shore power. The Chinese container vessels, cruise ships, ro-ro passenger ships, passenger ships at 3,000 gross tonnage and above as well as dry bulk cargo ships at 50,000 gross ton level and above engaged in domestic coastal voyages constructed on and after 1 January 2020 should have onboard devices for the use of shore power.

.11 From 1 July 2019, the existing ships (except for tankers) with onboard devices for the use of shore power should use the shore power when berthing at a berth with shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours without using other alternative or equivalent measures (including the use of clean energy, new energy, onboard UPS or auxiliary engine shutdown, similarly hereinafter). From 1 January 2021, cruise ships should use the shore power when berthing at a berth with shore power supply capabilities inside the DECAs for more than 3 hours without using other alternative or equivalent measures.

.12 From 1 January 2022, the Chinese public service vessels, inland waterway vessels (except for tankers) and Chinese container vessels, ro-ro passenger ships, passenger ships at 3,000 gross tonnage and above as well as dry bulk cargo ships at 50,000 gross ton level and above engaged in domestic coastal voyages and installed with each marine diesel engine with a power output of more than 130 kW that does not meet the Tier II requirements of MARPOL Annex VI should be fitted with onboard devices for the use of shore power, and such vessels should use the shore power when berthing at a berth with shore power supply capabilities inside the coastal emission control area for more than 3 hours, or inside the inland river emission control area for more than 2 hours without using other alternative or equivalent measures.

.13 The Chinese shipping companies and operators are encouraged to fit vessels other than those specified in paragraph .12 above with onboard devices for the use of shore power, and the shore power should be used when such vessels are berthing at a berth with shore power supply capabilities inside the DECAs.

(iv) Others

.14 The clean energy, new energy, onboard UPS and exhaust gas cleaning systems can be used by vessels as alternative methods to meet the emission control requirements. In case where the exhaust gas cleaning system is used, the discharge monitoring and control system should be installed and any wastes and discharges should be treated according to the applicable regulations.

.15 The local governments are encouraged to develop requirements on fuel sulphur content for sea-going vessels when operating in inland rivers other than those specified in this Scheme, taking into account the emission control requirements in the inland river emission control areas.

.16 The Chinese oil tankers at 150 gross tonnage and above engaged in domestic

voyages constructed on and after 1 January 2020 should meet the oil and gas recovery requirements when operating in the DECAs, and the oil and gas recovery operation should be conducted whenever the safety requirements are met. Vessels engaged in international voyages should meet the requirements on VOCs as provided in MARPOL Annex VI.

.17 Vessels should strictly comply with the emission control requirements as stipulated in the existing applicable international conventions, domestic laws and regulations as well as relevant rules and standards.

6. Supporting Measures

(i) Strengthening the administration

The transport authorities at the provincial level, maritime administrations, the Yangtze River shipping authority and the Pearl River shipping authority should strengthen the administration and coordination, make detailed implementation plans and assign duties, so as to build a comprehensive supporting mechanism for the implementation of this Scheme.

The Ministry of Transport should assess the implementation results of the above emission control measures and develop amendments to the Implementation Scheme, if necessary.

(ii) Enhancing the joint supervision

The transport authorities at the provincial level and the maritime administrations should follow the “*Guidance on Strengthening the Low Sulphur Marine Fuel Oil Supply and the Joint Supervision by the Ministry of Transport and other 12 Relevant Departments*” (JHF [2017] No. 163), so as to set up the joint supervision mechanism to guarantee the supply of low sulphur marine fuel oils and to enhance the supervision and management of air pollution prevention and control for vessels.

(iii) Focusing on the policy support

The transport authorities at the provincial level and the maritime administrations should coordinate with the local governments to adopt incentives and relevant measures, increase inputs in the enforcement equipment and personnel training; Subsidies and facilitation arrangement can be made to vessels using the low sulphur fuel oil, clean energies, exhaust gas cleaning systems, the oil and gas recovery, the shore power, the online monitoring as well as the phase-out of old and outdated vessels.

(iv) Application of science and technologies

The transport authorities at the provincial level, maritime administrations, the Yangtze River shipping authority and the Pearl River shipping authority should provide guidance and support to the research and development institutes, shipping and port companies and equipment manufacturers to conduct technological studies on the emission control and reduction from vessels, and to develop technical standards to promote the application of science and technologies.

交通运输部文件

交海发〔2018〕168号

交通运输部关于印发船舶 大气污染物排放控制区实施方案的通知

各省、自治区、直辖市、新疆生产建设兵团交通运输厅(局、委),各直属海事局,长江航务管理局、珠江航务管理局:

现将《船舶大气污染物排放控制区实施方案》印发给你们,请认真贯彻落实。



(此件公开发布)

船舶大气污染物排放控制区实施方案

为深入贯彻落实党中央、国务院关于加快推进生态文明建设、打好污染防治攻坚战和打赢蓝天保卫战的部署,促进绿色航运发展和船舶节能减排,根据《中华人民共和国大气污染防治法》和我国加入的有关国际公约,在实施《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)的基础上,制定本实施方案。

一、工作目标

通过设立船舶大气污染物排放控制区(以下简称排放控制区),降低船舶硫氧化物、氮氧化物、颗粒物和挥发性有机物等大气污染物的排放,持续改善沿海和内河港口城市空气质量。

二、设立原则

- (一)促进环境质量改善和航运经济协调发展。
- (二)强化船舶大气污染物排放控制。
- (三)遵守国际公约和我国法律标准要求。
- (四)分步实施和先行先试并举。

三、适用对象

本方案适用于在排放控制区内航行、停泊、作业的船舶。

四、排放控制区范围

本方案所指排放控制区包括沿海控制区和内河控制区。

沿海控制区范围为表 1 所列 60 个点依次连线以内海域,其中海南水域范围为表 2 所列 20 个点依次连线以内海域。

内河控制区范围为长江干线(云南水富至江苏浏河口)、西江干线(广西南宁至广东肇庆段)的通航水域,起止点位坐标见表 3。

表 1 沿海控制区海域边界控制点位坐标

序号	经 度	纬 度	序号	经 度	纬 度
1	124°10'06.00"	39°49'41.00"	31	112°50'52.80"	21°22'25.68"
2	122°57'14.40"	37°22'11.64"	32	112°29'20.40"	21°17'12.48"
3	122°57'00.00"	37°21'29.16"	33	111°27'00.00"	19°51'57.96"
4	122°48'18.00"	36°53'51.36"	34	111°23'42.00"	19°46'54.84"
5	122°45'14.40"	36°48'25.20"	35	110°38'56.40"	18°31'10.56"
6	122°40'58.80"	36°44'41.28"	36	110°37'40.80"	18°30'24.12"
7	122°24'36.00"	36°35'08.88"	37	110°15'07.20"	18°16'00.84"
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15	123°09'28.80"	30°05'43.44"	45	108°31'40.80"	18°22'30.00"
16	122°28'26.40"	28°47'31.56"	46	108°31'08.40"	18°23'10.32"

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29	115°13'01.20"	22°08'03.12"	59	108°06'04.3"	21°28'12.5"
30	114°02'09.60"	21°37'02.64"	60	北仑河主航道中心线 向海侧终点	

表 2 海南水域的海域边界控制点位坐标

序号	经 度	纬 度	序号	经 度	纬 度
A1	108°26'24.88"	19°24'06.50"	33	111°27'00.00"	19°51'57.96"
A2	109°20'00"	20°07'00"	34	111°23'42.00"	19°46'54.84"
A3	111°00'00"	20°18'32"	35	110°38'56.40"	18°31'10.56"
			36	110°37'40.80"	18°30'24.12"
			37	110°15'07.20"	18°16'00.84"

序号	经 度	纬 度	序号	经 度	纬 度
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			39	109°45'32.40"	17°59'03.12"
			40	109°43'04.80"	17°59'03.48"
			41	109°34'26.40"	17°57'18.36"
			42	109°03'39.60"	18°03'10.80"
			43	108°50'42.00"	18°08'58.56"
			44	108°33'07.20"	18°21'07.92"
			45	108°31'40.80"	18°22'30.00"
			46	108°31'08.40"	18°23'10.32"
			47	108°28'44.40"	18°25'34.68"
			48	108°24'46.80"	18°49'13.44"
			49	108°23'20.40"	19°12'47.16"

表 3 内河控制区起止点位坐标

内河控制区	边界名称	地名	点位详细描述	点位序号	经 度	纬 度
长江干线	起点	云南水富	向家坝大桥	B1	104°24'30.60"	28°38'22.38"
				B2	104°24'35.94"	28°38'27.84"
	终点	江苏浏河口	浏河口下游的浏黑屋与崇明岛施翘河下游的施信杆的连线	B3	121°18'54.00"	31°30'52.00"
				B4	121°22'30.00"	31°37'34.00"
西江干线	起点	广西南宁	南宁民生码头	B5	108°18'19.77"	22°48'48.60"
				B6	108°18'26.72"	22°48'39.76"
	终点	广东肇庆	西江干流金利下铁线角与五顶岗涌口上咀连线	B7	112°48'30.00"	23°08'45.00"
				B8	112°47'19.00"	23°08'01.00"

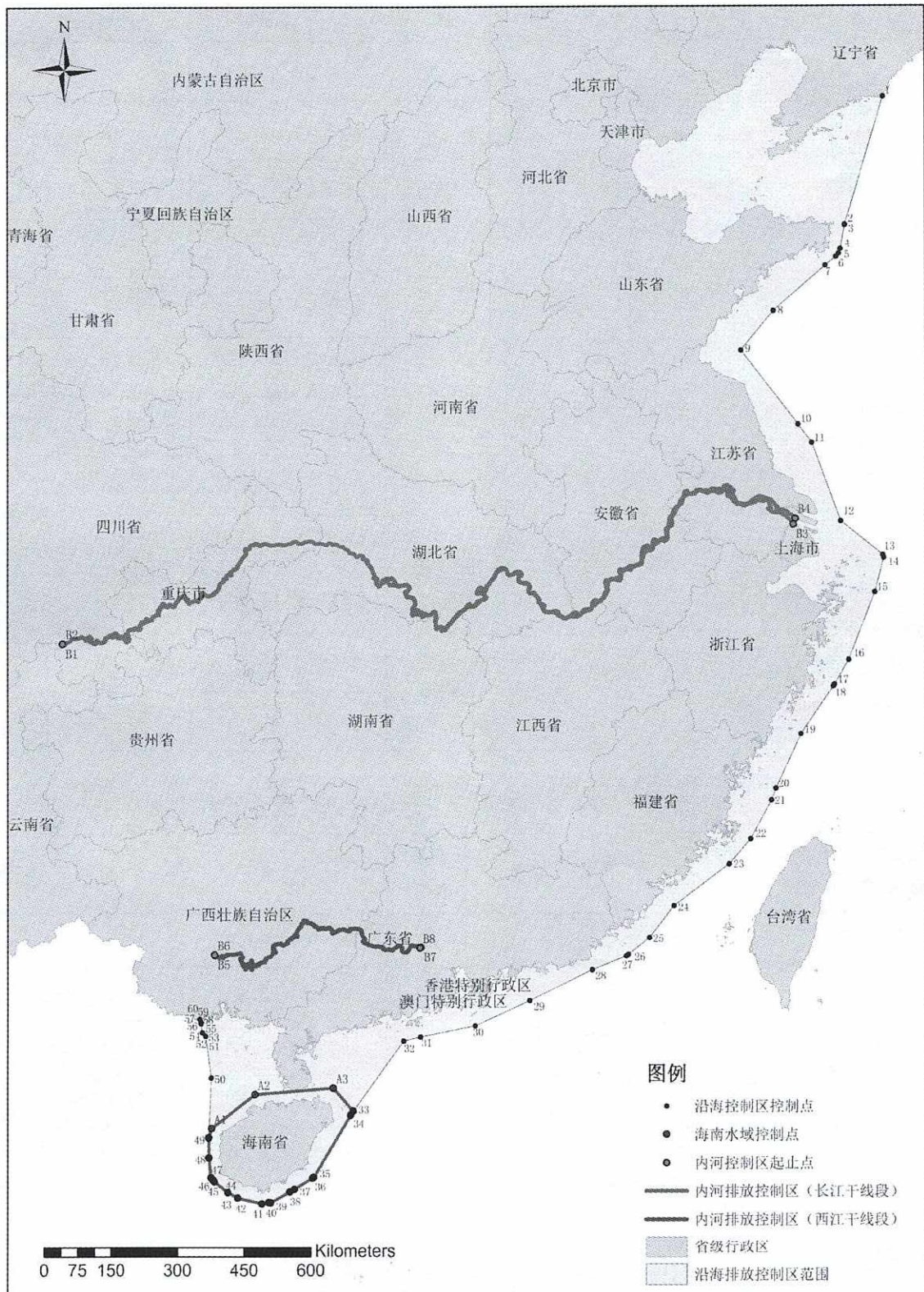


图 1 排放控制区范围示意图

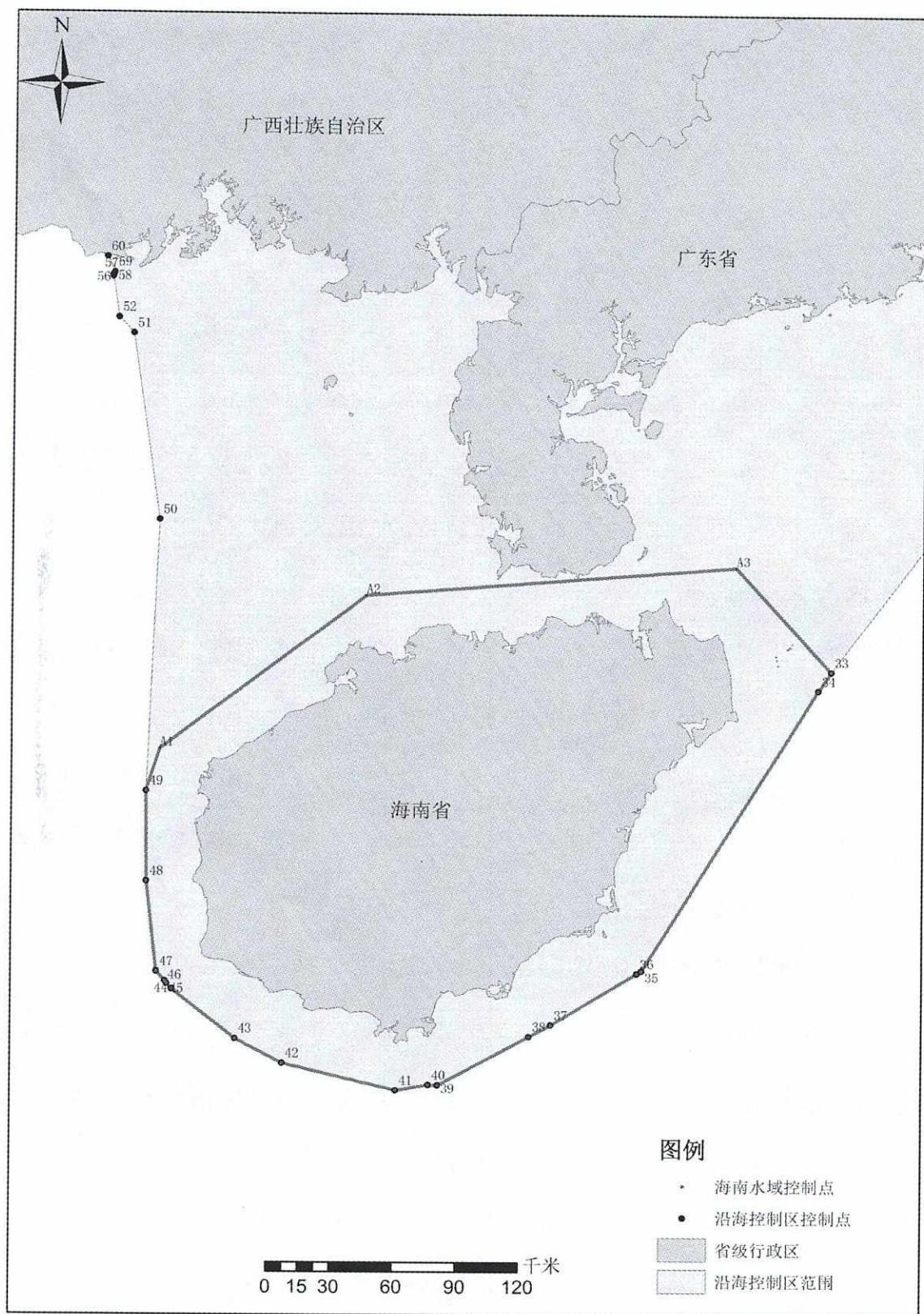


图 2 沿海控制区海南水域范围示意图

五、控制要求

(一) 硫氧化物和颗粒物排放控制要求。

1. 2019 年 1 月 1 日起,海船进入排放控制区,应使用硫含量不大于 $0.5\% \text{m/m}$ 的船用燃油,大型内河船和江海直达船舶应使用符合新修订的船用燃料油国家标准要求的燃油;其他内河船应使用符合国家标准的柴油。2020 年 1 月 1 日起,海船进入内河控制区,应使用硫含量不大于 $0.1\% \text{m/m}$ 的船用燃油。

2. 2020 年 3 月 1 日起,未使用硫氧化物和颗粒物污染控制装置等替代措施的船舶进入排放控制区只能装载和使用按照本方案规定应当使用的船用燃油。

3. 2022 年 1 月 1 日起,海船进入沿海控制区海南水域,应使用硫含量不大于 $0.1\% \text{m/m}$ 的船用燃油。

4. 适时评估船舶使用硫含量不大于 $0.1\% \text{m/m}$ 的船用燃油的可行性,确定是否要求自 2025 年 1 月 1 日起,海船进入沿海控制区使用硫含量不大于 $0.1\% \text{m/m}$ 的船用燃油。

(二) 氮氧化物排放控制要求。

5. 2000 年 1 月 1 日及以后建造(以铺设龙骨日期为准,下同)或进行船用柴油发动机重大改装的国际航行船舶,所使用的单台船用柴油发动机输出功率超过 130 千瓦的,应满足《国际防止船舶造成污染公约》第一阶段氮氧化物排放限值要求。

6. 2011 年 1 月 1 日及以后建造或进行船用柴油发动机重大改装的国际航行船舶,所使用的单台船用柴油发动机输出功率超

过 130 千瓦的,应满足《国际防止船舶造成污染公约》第二阶段氮氧化物排放限值要求。

7. 2015 年 3 月 1 日及以后建造或进行船用柴油发动机重大改装的中国籍国内航行船舶,所使用的单台船用柴油发动机输出功率超过 130 千瓦的,应满足《国际防止船舶造成污染公约》第二阶段氮氧化物排放限值要求。

8. 2022 年 1 月 1 日及以后建造或进行船用柴油发动机重大改装的、进入沿海控制区海南水域和内河控制区的中国籍国内航行船舶,所使用的单缸排量大于或等于 30 升的船用柴油发动机应满足《国际防止船舶造成污染公约》第三阶段氮氧化物排放限值要求。

9. 适时评估船舶执行《国际防止船舶造成污染公约》第三阶段氮氧化物排放限值要求的可行性,确定是否要求 2025 年 1 月 1 日及以后建造或进行船用柴油发动机重大改装的中国籍国内航行船舶,所使用的单缸排量大于或等于 30 升的船用柴油发动机满足《国际防止船舶造成污染公约》第三阶段氮氧化物排放限值要求。

(三)船舶靠港使用岸电要求。

10. 2019 年 1 月 1 日及以后建造的中国籍公务船、内河船舶(液货船除外)和江海直达船舶应具备船舶岸电系统船载装置,2020 年 1 月 1 日及以后建造的中国籍国内沿海航行集装箱船、邮轮、客滚船、3 千总吨及以上的客船和 5 万吨级及以上的干散货船应具备船舶岸电系统船载装置。

11. 2019年7月1日起,具有船舶岸电系统船载装置的现有船舶(液货船除外),在沿海控制区内具备岸电供应能力的泊位停泊超过3小时,或者在内河控制区内具备岸电供应能力的泊位停泊超过2小时,且不使用其他等效替代措施的(包括使用清洁能源、新能源、船载蓄电装置或关闭辅机等,下同),应使用岸电。2021年1月1日起,邮轮在排放控制区内具备岸电供应能力的泊位停泊超过3小时,且不使用其他等效替代措施的,应使用岸电。

12. 2022年1月1日起,使用的单台船用柴油发动机输出功率超过130千瓦、且不满足《国际防止船舶造成污染公约》第二阶段氮氧化物排放限值要求的中国籍公务船、内河船舶(液货船除外),以及中国籍国内沿海航行集装箱船、客滚船、3千总吨及以上的客船和5万吨级及以上的干散货船,应加装船舶岸电系统船载装置,并在沿海控制区内具备岸电供应能力的泊位停泊超过3小时,或者在内河控制区内具备岸电供应能力的泊位停泊超过2小时,且不使用其他等效替代措施时,应使用岸电。

13. 鼓励中国航运企业和经营人对拥有的第12条规定之外的船舶加装船舶岸电系统船载装置,并在排放控制区内具备岸电供应能力的泊位停泊时使用岸电。

(四)其他。

14. 船舶可使用清洁能源、新能源、船载蓄电装置或尾气后处理等替代措施满足船舶排放控制要求。采取尾气后处理方式的,应当安装排放监测装置,产生的废水废液应当按照有关规定进行

处理。

15. 鼓励其他内河水域所在的地方人民政府参照内河控制区的要求,对海船进入本水域所使用的燃油硫含量提出控制要求。

16. 2020 年 1 月 1 日及以后建造的 150 总吨及以上中国籍国内航行油船进入排放控制区,应具备码头油气回收条件,鼓励满足安全要求时开展油气回收。国际航行船舶应符合《国际防止船舶造成污染公约》关于挥发性有机物的排放控制要求。

17. 船舶应严格执行其他现行国际公约和国内法律法规、标准规范关于大气污染物的排放控制要求。

六、保障措施

(一)加强组织领导。

各省级交通运输主管部门、各直属海事管理机构、长江航务管理局、珠江航务管理局要加强组织领导和协调,细化任务措施,明确职责分工,完善保障机制。部适时评估前述控制措施实施效果,确定是否调整排放控制区实施方案。

(二)强化联动监管。

各省级交通运输主管部门、各直属海事管理机构要认真落实《交通运输部等十三个部门关于加强船用低硫燃油供应保障和联合监管的指导意见》(交海发〔2017〕163 号)等文件要求,建立联合监管机制,保障合规船用低硫燃油供应,加强船舶大气污染防治监督管理。

(三)注重政策引导。

各省级交通运输主管部门、各直属海事管理机构要积极协调

地方人民政府出台相关激励政策和配套措施,增加执法装备、人员培训等执法保障方面的投入,对使用低硫燃油、清洁能源、尾气后处理、油气回收、岸电、在线监测、提前淘汰老旧船舶等措施,采取资金补贴、便利通行等鼓励政策和措施。

(四)发挥科技支撑作用。

各省级交通运输主管部门、各直属海事管理机构、长江航务管理局、珠江航务管理局要积极引导和支持相关科研单位、港航企业和设备厂商等,开展船舶大气污染控制和监管技术研究,组织制定技术标准,促进成果转化。

抄送:外交部、国家发展改革委、工业和信息化部、公安部、财政部、生态环境部、商务部、应急部、海关总署、税务总局、市场监管总局、能源局,中国石油天然气集团公司、中国石油化工集团公司、中国海洋石油集团有限公司、中国远洋海运集团有限公司、招商局集团有限公司,各主要港口企业集团,中国船东协会、中国港口协会、中国石油流通协会船用燃料专业委员会,部属各单位,部内各司局。

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