

December 15

**FOBAS Alert:** FOBAS BULLETIN: China introduces sulphur oxides emission controls

**Applicability:** Ship owners and operators

China's Ministry of Transport has recently published an implementation plan to control sulphur oxide emissions from ships in certain defined coastal areas and ports. The currently available details of these requirements are summarised in the related Lloyd's Register's Class News which can be downloaded [here](#).

The first stage of this plan is given as being applicable to the certain core ports in the Chang Jiang Delta emission control area. These are given as including the ports of Shanghai, Ningbo-Zhoushan, Suzhou, and Nantong. These ports have been given the option to introduce a maximum sulphur limit of 0.5% in respect of fuel oils used by ships while at berth\* in these ports. The implementation date of this requirement has, at this time, only been given as during 2016.

No guidance is currently given regarding the records to be kept onboard related to any necessary fuel oil change-overs. However, it would be recommended, that these should be anticipated as at least covering the date and time of arrival and departure at berth together with the times at which the change-over was completed after arrival and commenced prior to departure along with retention of the relevant bunker delivery notes of the 0.5% maximum sulphur fuel oils used.

As further information on the ports and areas covered by these controls, the exact implementation dates, the records to be kept and other details become available these will be the subject of future FOBAS Bulletins.

As given by the Class News, this requirement covering some of the ports within the Chang Jiang Delta area is only the first stage of a process, which will eventually extend to all ships operating within the designated waters.

If you require any further information about this Alert, please contact us at [fobas@lr.org](mailto:fobas@lr.org) or speak to one of our consultants on +44 (0)330 414 1000 (Southampton UK), +44 (0)1642 440991 Redcar (UK), +65 3163 0888 (Singapore), +30 210 4580 932 (Greece).

*\* This "at berth" requirement excludes the first hour after arrival and the last hour before departure. Although the definition of "at berth" is not clear in the proposed regulation parallels can be drawn from EU and Hong Kong at berth regulations. These regulations define the term "at berth" as a place in the port limits where ship is secured at anchored, on moorings or alongside irrespective of whether the ship is working cargo or not. Nevertheless, ship owners and operators intending voyages to the ports affected are advised to check with the local port authorities each time in order to receive the latest information on this point and the actual application of the requirements in general.*