



NO.2018-ETC-09

KR
KOREAN REGISTER
**TECHNICAL
INFORMATION**

36, Myeongji ocean city 9-ro,
Gangseo-gu, Busan, 618-814,
The Republic of Korea
Phone : + 82-70-8799-8324
Fax : + 82-70-8799-8339
E-mail : convention@krs.co.kr
Date : 18 December 2018
Person in charge : Lee Tae-hoon

Subject : Guidance for the Honk Kong / Taiwan / China ECA Regulations

Each port regulations for 2020 Sulphur cap will be into the force or already in effect.

Accordingly, the latest sulfur limit regulations for Hong Kong / Taiwan / China regions are updated and publish it as technical information.

- Below -

Hong Kong ECA Regulation

1. Application

- All vessels except for specified vessel types as set out in the Regulation, are required to use compliant fuel within Hong Kong waters, irrespective of whether they are sailing or berthing.

2. Regulations

- Compliant fuel required by the Regulation includes low-sulphur marine fuel with sulphur content not exceeding 0.5%, liquefied natural gas or any other fuel approved by the Director of Environmental Protection.
- The heavy fuel oil with sulphur content exceeding 0.5% are required to switch to compliant fuel before entering Hong Kong waters.
- The fuel switch operations must be recorded in a log book. Written procedures for conducting fuel switch operations must be kept on board and the log book and bunker delivery notes must be kept on the vessel for a period of three years.

3. Effective date

- From 1 January 2019

4. Others

1) Exemption

- If a vessel uses emission reduction technology that can achieve the same or less emission of sulphur dioxide when compared with using low-sulphur marine fuel, it may be exempted from using compliant fuel.
- An exemption may be subject to any conditions the Authority considers appropriate to impose at any time.

2) Penalty

- Using non-compliant fuel : maximum fine of \$200,000 and imprisonment for six months.
- Fail to record or keep the required particulars : maximum fine of \$50,000 and imprisonment for three months.

Taiwan(Republic of China) ECA Regulation

1. Application & Regulation

- Foreign vessels and flag ships sailing in international routes shall utilize low sulfur fuel oil (sulfur-bearing not more than 0.5% by weight), or equipment or alternative fuels that achieve the equivalent effect of emission reduction when entering into international commercial port area under the jurisdiction of the Republic of China shall be adopted and take effect on 1st January, 2019.

2. Others

1) Exemption

- If a vessel uses emission reduction technology that can achieve the same or less emission of sulphur dioxide when compared with using low-sulphur marine fuel, it may be exempted from using compliant fuel.
- An exemption may be subject to any conditions the Authority considers appropriate to impose at any time.

2) Scope of Control areas and relevant document

- Refer to attached information.

3. PSC inspection

- 1) Controlled on vessel which was installed EGCS as follows.

- a. Open Type Scrubber
 - Discharge shall be approved on 12 nautical miles from the nearest land (Same as sewage discharge from ships)
 - Discharge water shall be prohibited discharge more than 12 nautical miles (including ports)
- b. Closed Type Scrubber and Hybrid Type Scrubber
 - Discharge shall be approved on 12 nautical miles from the nearest land (Same as sewage discharge from ships)
 - Discharge water shall be prohibited discharge more than 12 nautical miles (including ports)
 - Discharging to shore when exceeds the capacity of the sludge tank for treated water. or,
 - Change to low sulphur fuel oil less than 0.50% (Switching in the port is permitted, but consider the remain capacity of sludge tank)
- c. Effective date : Concentrated Inspection Campaign (CIC) : 1 January 2019

2) Item of Concentrated Inspection Campaign (CIC)

- a. Application of 0.50% Sulphur limit
 - Bunker Delivery Note
 - Oil Record Book (and/or Engine Log Book)
 - Bunker Change Procedure
 - Familiarization of EGCS and check the approved document
- b. Others
 - Check the Items on TOKYO MOU CIC
- c. Attention required
 - Oil Tankers of fifteen years of age and over (more than the GT 3,000)
 - Chemical Tankers of ten years of age and over
 - Bulk Carriers of twelve years age and over
 - Passenger ships of fifteen years age and over
- d. From 1 January 2013, tanker of 5,000 gross tonnage and above which was carrying heavy/light oil and Single Hull tanker of 600 gross tonnage and above
 - Crude oil/asphalt tanker is prohibited from entering Taiwan
 - IBC Code Requirements
 - BWM Convention requirements

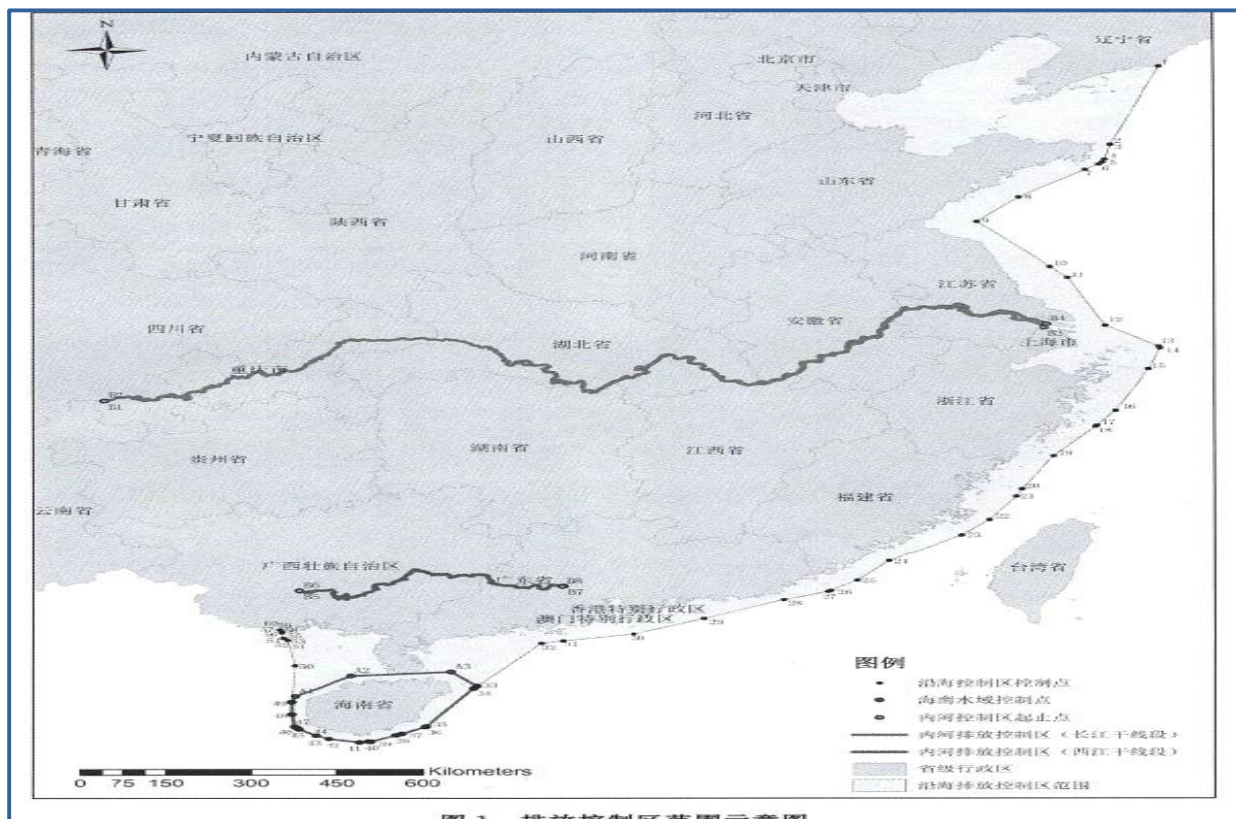
3) As you can see from the attached official document, the above-mentioned PSC information is not based on the official document issued by the Taiwan MOTC. This data is based on information gathered during meetings with PIC of Taiwan MOTC to provide more specific information.

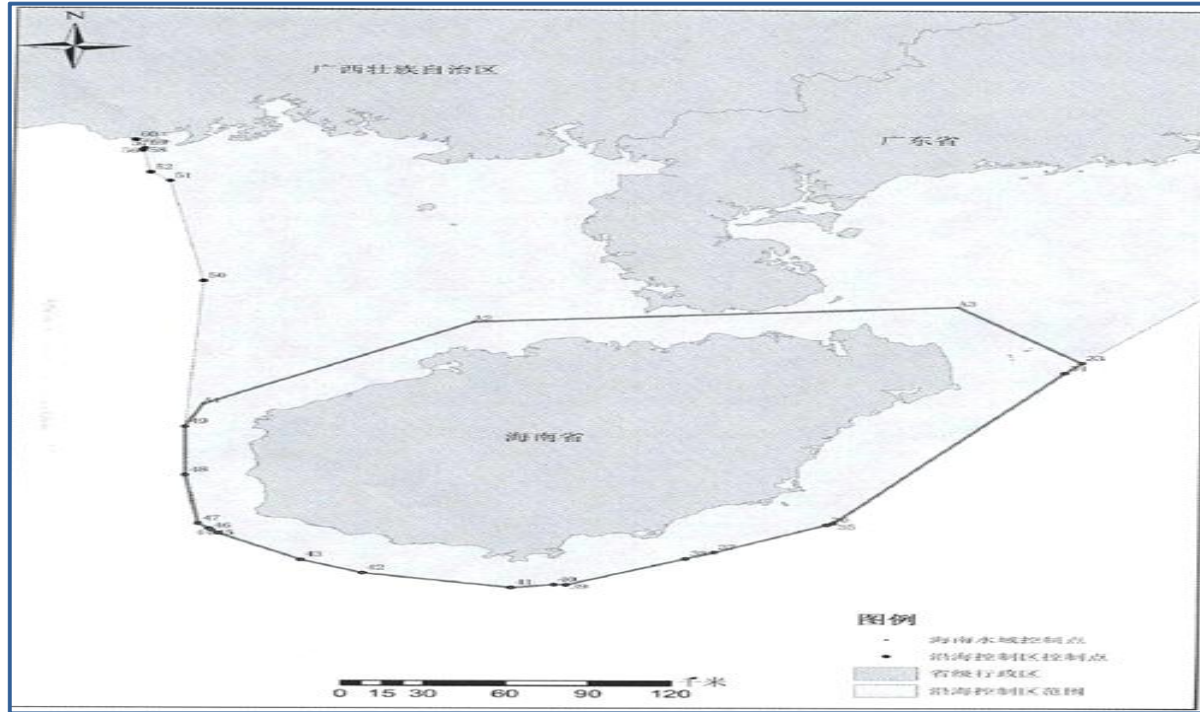
Therefore, we would like inform you that this PSC inspection information has no legal basis.

China ECA Regulation

1. The scope of emission control area

- The Emission control area is the coastal control area and the inland emission control area.
- Coastal control areas : the general scope includes all sea areas and ports within 12 nautical miles of the baseline extension of Chinese territorial sea (excluding waters under the jurisdiction of Hong Kong, Macao and Taiwan), as well as Hainan waters and ports specially designated (refer to Table 1 & 2 in attached file)
- Inland control areas : navigable waters of the Yangtze river main lines (from Shuifu in Yunnan Province to Liuhe Estuary in Jiangsu Province) and the Xijiang River main lines (from Nanning in Guangxi Province to Zhaoqing in Guangdong Province).(refer to Table 3 in attached file)





2. ECA requirements

- The sulphur content of marine fuel oil used by seagoing ships entering the emission control areas should not exceed 0.50% from 1 January 2019
- The sulphur content of marine fuel oil used by seagoing ships entering the inland emission control areas should not exceed 0.10% from 1 January 2020
- The sulphur content of marine fuel oil used by seagoing ships entering Hainan Waters of coastal control areas should not exceed 0.10% from 1 January 2022
- After considering the availability of using fuel oil with a sulfur content of less than 0.10%, it will decide whether to require the use of fuel oil with a sulfur content of less than 0.10% for vessels entering the inland emission control areas from 1 January 2025.

- China Sulphur limit for Fuel Oil (China ECA Regulation)

Applicable region	Applicable date	Sulphur limits
entering the coastal control areas	2019.1.1 ~	≤ 0.5% m/m
	2025.1.1.~ (To be evaluated)	≤ 0.1% m/m
entering Hainan Waters	2022.1.1. ~	≤ 0.1% m/m
entering the inland emission control areas	2020.1.1. ~	≤ 0.1% m/m

3. Requirements of shore power

- From 1 July 2019, existing ships (other than tankers) equipped with shipborne devices of ship shore power system should use shore power if they berth for more than 3 hours in berths with shore power supply capacity in the coastal control areas (for inland river control area, berth for more than 2 hours)
- From 1 January 2021, cruise ships should use shore power when berthing for more than 3 hours in a berth with onshore power supply capacity in the emission control area.

4. Others

- Ships can use clean energy, new energy, onboard power storage or after exhaust Alternative measures to meet ship emission control requirements. Take the exhaust after treatment, Emission monitoring devices should be installed and the waste water generated should be disposed of in accordance with relevant regulations.
- Please refer to attached documents for SO_x, NO_x and other regulations for domestic sailing vessels of Chinese flag.

- The end -

Attachment : 1. Official letter of Hong Kong EPD – 1 copy
2. Official letter of Taiwan MOTC – 1 copy
3. Official letter of China MCA – 1 copy



Executive Vice President
Statutory Division

Korean Register of Shipping

Distributions : Ship owners & Operators

Disclaimer :
Although all possible efforts have been made to ensure correctness and completeness of the contents contained in this information service, the Korean Register of Shipping is not responsible for any errors or omissions made herein, nor held liable for any actions taken by any party as a result of information retrieved from this information service.