

## Technical Information Notice No. 30 (a)

**Category:** Instruction  
**Application:** To the Masters, Chief Engineers  
**Subject:** Local governmental Emission Controlled Areas (ECAs)

Dear Masters, Dear Chief Engineers,

The TIN covers known local protected Emission Control Areas:

1. People's Republic of China
2. Hong Kong
3. Taiwan

### People's Republic of China

The Ministry of Transport of China published regulations designating parts of its coastal waters as emission control areas (ECA). All ships shall implement international and Chinese domestic rules applicable to sulphur oxides, particulate matter, and nitrogen oxides. The ECA requirements are applicable to vessels operating in coastal and inland waters.

**01 January 2019** All ships **entering the emission control areas** shall use fuel not exceeding 0.5% sulphur while operating in the ECA.

The Ministry of Transport of China released the Implementation Plan for Marine Air Pollutant Emission Control Areas on 10/12/2018. In the Plan, the geographical areas, pollutants controlled, emission control limits, implementation time and requirements are adjusted. The Plan was implemented on **01 January 2019**.

This regulation applies to all the vessels which are sailing, anchoring or working in emission control areas.

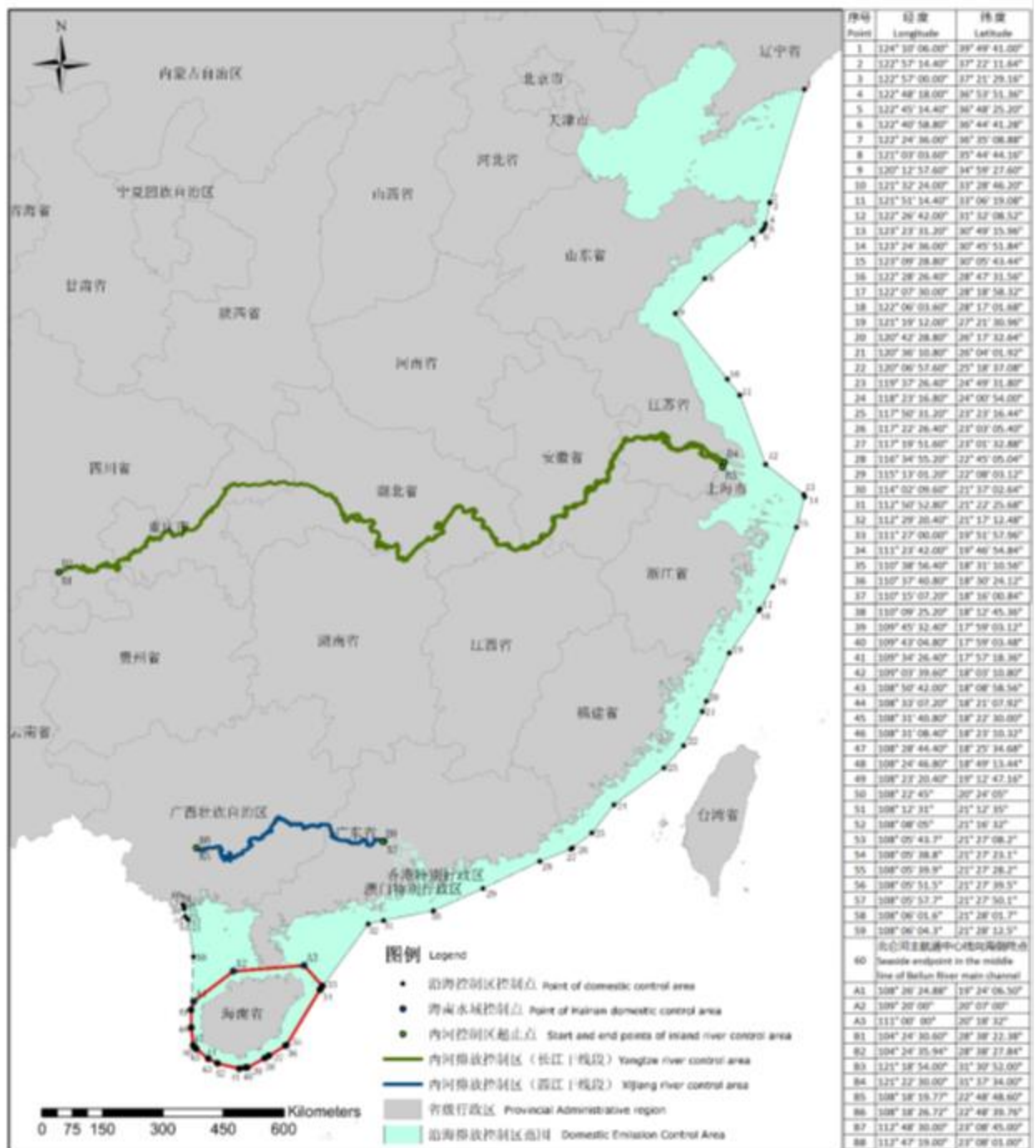
Emission control areas under this regulation include coastal emission control area and inner river emission control area.

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.

Coastal emission control area (hereinafter referred to as coastal ECA) refers to sea areas within sea boundary line connected by 60.

Inland River emission control area includes navigable inland waters administered by Yangtze River main line (from Shuifu County of Yunnan province to Liuyang estuary of Jiangsu province) and Xijiang River main line (from Nanning of Guangxi province to Zhaoqing of Guangdong province).



**01.01.2020** – Ocean-going vessels are required to use low sulphur content fuel not exceeding 0.1%*m/m* when entering Inland Water ECA.

**01.03.2020** - Vessels without taking alternative measures, such as installing PM and oxysulfide control device are only permitted to carry and use fuel oil specified in this regulation when entering into emission control areas.

**01.01.2022** - Ocean-going vessel are required to use low sulphur content fuel not exceeding 0.1%*m/m* when entering Hainan costal ECA.

Chinese authority will evaluate the feasibility of using low sulphur content fuel no more than 0.1%*m/m* at an appropriate time and decide whether or not to require ocean-going vessel to use fuel with sulphur content not exceeding 0.1%*m/m* when entering coastal ECA from 01.01.2025.

Ships may use alternative measures (e.g., shore power, use of clean energy, exhaust gas treatment). However the equipment or information of what would constitute “Clean Energy” is not defined at current state.

**Important:**

China Maritime Safety Administration (MSA) issued “Notice on Strengthening the Supervision and Administration on ECA for Vessels” No. 48 to specify the requirement for ships when calling ports in ECAs:

The key points of Notice No.48 are:

- a) Vessel shall keep the records of following items in the Engine Log book:
  - Date & time of commencement and completion of fuels switch;
  - Ship’s position at commencement and completion of fuels switch;
  - Sulphur content of fuels;
  - Quantity of low-sulphur fuel used;
  - Officer-in-charge of fuels switch;
- b) Vessel shall keep the document for supplying and receiving of ship bunker (BDN) for 3 years;

- c) Vessel shall keep the samples of bunker fuel for at least 1 year and till the time when such bunkered fuels are used up;
- d) Vessel shall prepare a written procedure for transferring the fuels as the part of vessel safety control system;
- e) Local MSAs may conduct fuel sampling and its analysis if they find breaches on above record or documents.

## **HONG KONG TERRITORY**

**01 January 2019** - Ocean-going vessels (OGVs) that are using heavy fuel oil with sulphur content exceeding 0.5% (note that Hong Kong authorities have "zero-tolerance policy" on Sulphur requirements, meaning that any fuel, with sulphur content above 0.50% as shown on the BDN or analysis results is considered as non-compliant) are required to switch to compliant fuel before entering Hong Kong waters. The times when the OGV enters and exits the waters of Hong Kong, and the particulars about 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 as well as bunker analysis results must be kept on the vessel for a period of three years. readily available for submission to Hong Kong authorities or to the office, if requested.

**Vessels using EGCS** in closed-loop mode are required to have valid exemption from using compliant fuel in Hong Kong waters. The exemption can be issued by the Hong Kong Environmental Protection Department and is valid for a single voyage or period of maximum three years. Application for exemption must be sent to Hong Kong Environmental Protection Department in writing in a specified form with supporting documents at least 14 days before the vessel enters Hong Kong waters. Vessel's TSI has to be contacted regarding exemption well in advance of intended Hong Kong call.

Complete Hong Kong Air Pollution Control (Fuel for Vessels) Regulations are available in Port and Country Regulation File.

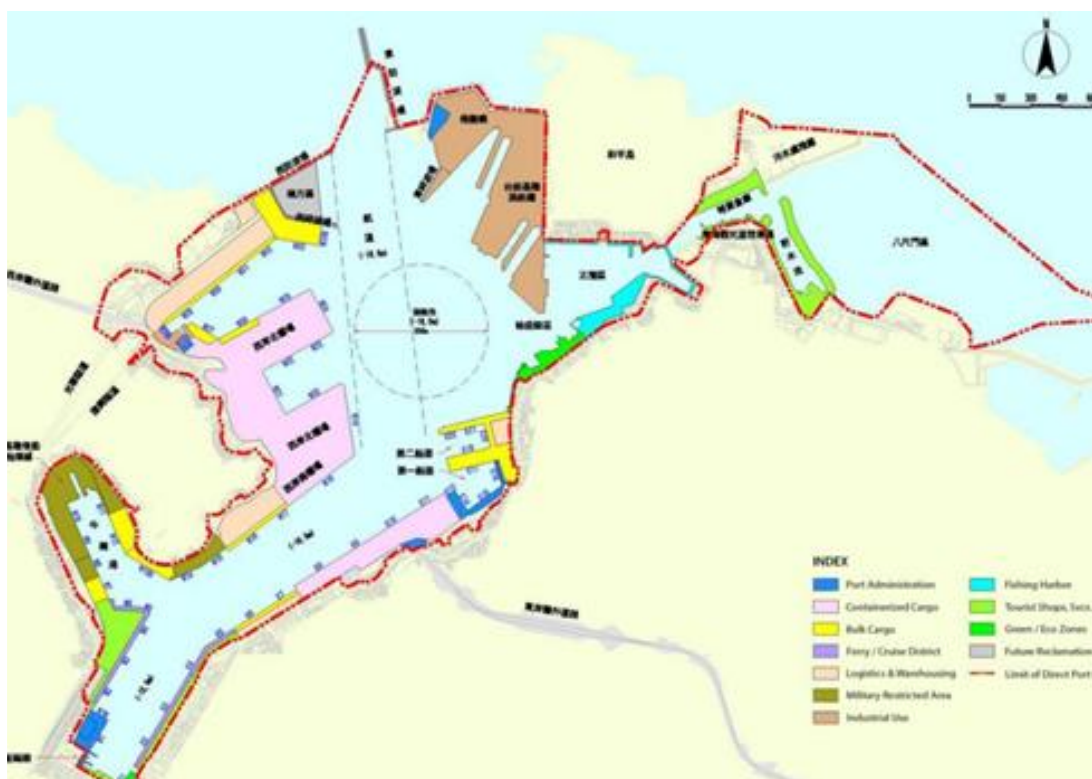
The owner and master concerned of any vessel using non-compliant fuel within the waters of Hong Kong will be liable to a maximum fine of \$200,000 and imprisonment for six months. Shipmasters and ship owners of OGVs who fail to record or keep the required particulars will also be liable to a maximum fine of \$50,000 and imprisonment for three months.

**TAIWAN** - The Ministry of Transportation and Communication (MOTC) has issued guidance clarifying exactly the ports that will enforce the early implementation of the use of compliant sulphur fuel oil as of **1 January 2019**.

These are:

1. Port of Keelung
2. Port of Taichung
3. Port of Kaohsiung
4. Port Hualien
5. Port of Taipei
6. Port of Suao
7. Port of Anping
8. Port Mailiao

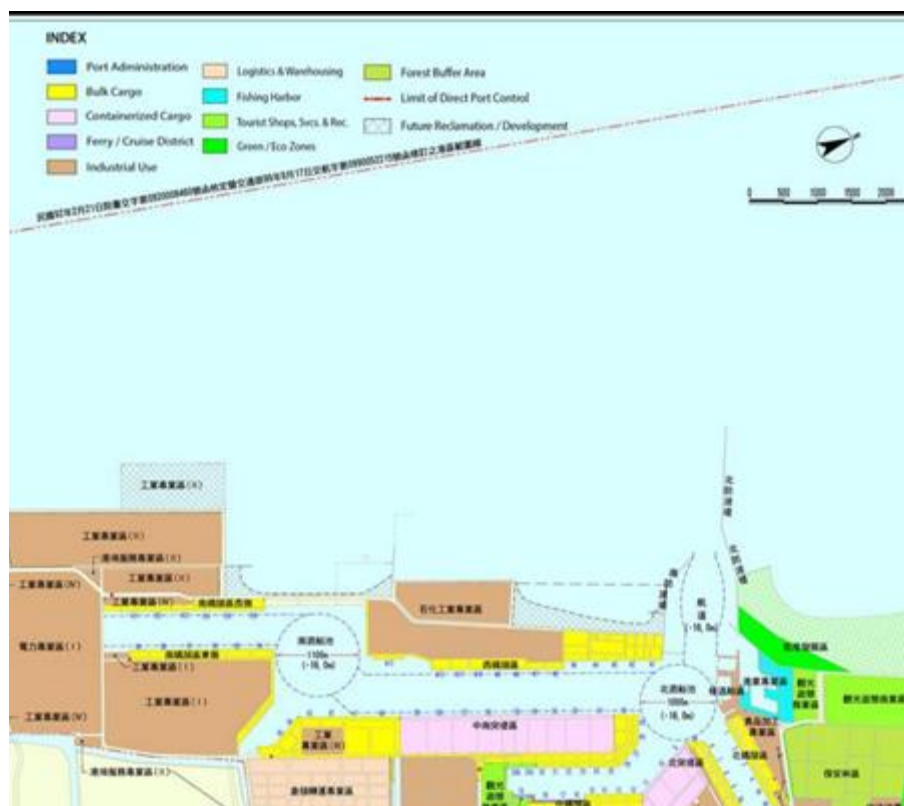
### Port of Keelung



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
C	121° 46' 47.4016"	25° 09' 32.3934"
D	121° 46' 48.6691"	25° 09' 30.7416"
E	121° 47' 18.6017"	25° 09' 08.0159"
F	121° 47' 30.3659"	25° 09' 04.0412"
G	121° 47' 30.2752"	25° 09' 03.3830"
H	121° 47' 12.6378"	25° 09' 02.4719"
I	121° 47' 05.0567"	25° 08' 59.6954"
J	121° 47' 00.3948"	25° 08' 58.7433"

## Port of Taichung



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	120° 31' 39.5149"	24° 18' 48.6039"
B	120° 27' 17.1124"	24° 20' 42.6775"
C	120° 25' 40.0928"	24° 13' 36.5680"
D	120° 28' 05.5805"	24° 12' 45.4794"

## Port of Kaohsiung



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	120° 14' 46.9846"	22° 38' 53.6348"
B	120° 10' 57.4687"	22° 35' 18.3405"
C	120° 20' 48.9567"	22° 31' 03.6090"
D	120° 16' 59.5409"	22° 27' 28.4147"

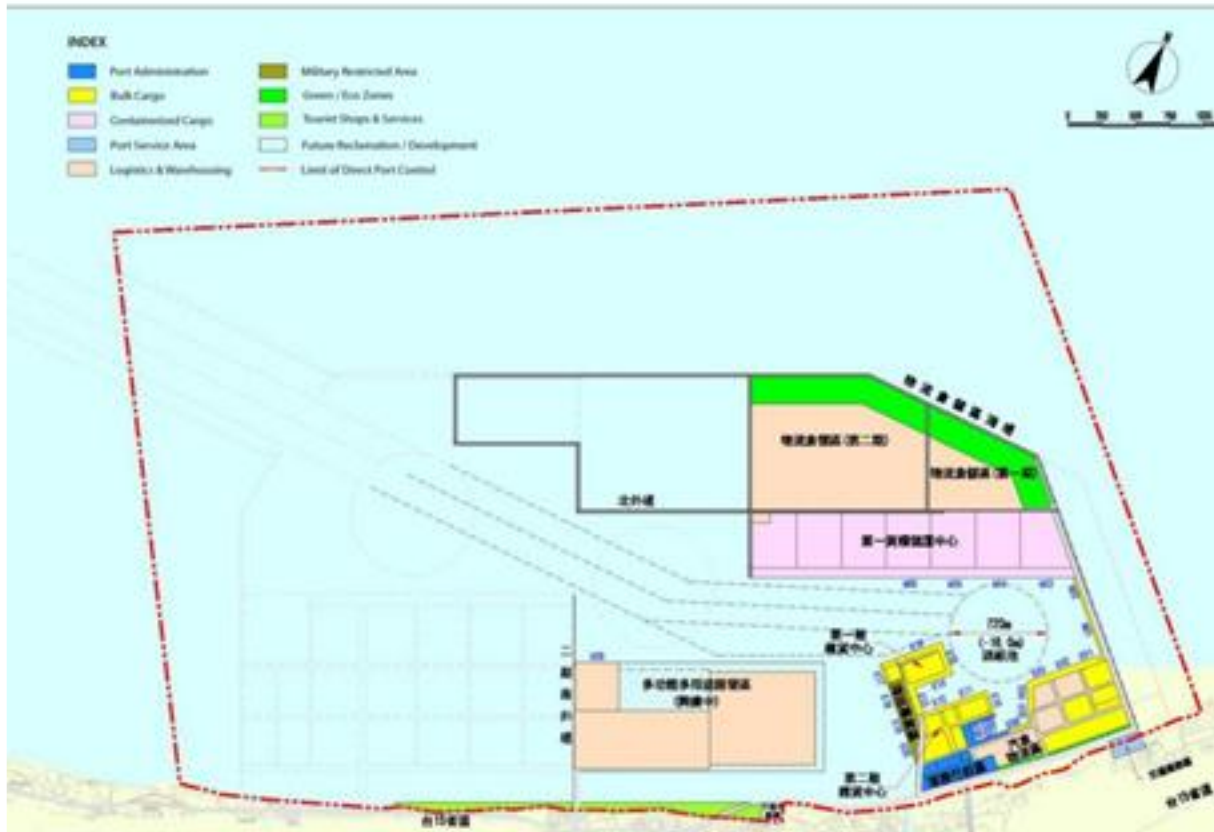
## Port Hualien



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	121° 36' 42.33"	23° 56' 21.50"
B	121° 37' 17.65"	23° 56' 21.35"
C	121° 39' 14.40"	24° 00' 19.48"
D	121° 38' 47.45"	24° 00' 40.50"

## Port of Taipei



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	121° 24' 20.9109"	25° 09' 40.3558"
B	121° 22' 35.9774"	25° 11' 13.1027"
C	121° 19' 08.7590"	25° 09' 30.5511"
D	121° 20' 27.4610"	25° 07' 38.4951"

### Port of Suao



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	121° 53' 08.64"	24° 35' 58.18"
B	121° 52' 42.11"	24° 34' 44.08"

### Port of Anping



Water latitude and longitude coordinates and port boundaries-  
WGS84 latitude/longitude coordinate system

點位 Point	東經 E East Longitude	北緯 N North Latitude
A	120° 10' 08.2"	22° 57' 09.1"
B	120° 08' 17.1"	22° 56' 28.7"
C	120° 08' 56.9"	22° 59' 01.0"
D	120° 06' 59.0"	22° 58' 14.7"

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## Port Mailiao

Mailiao port also adopts the regulations required by the Ministry of Transportation and Communication (MOTC) in respect of 0.5% low Sulphur on 1 January 2019. The reason why it is not included in the list of MOTC is because Mailiao is under the administration of Industrial Development Bureau, Ministry of Economic Affairs, as the port is built not by government but Formosa Plastics Group encouraged under relevant regulations of Ministry of Economic Affairs. However, when it comes to combating and containing oil pollution, Mailiao Industrial Port Management Company follows MOTC's regulation on the adoption of 0.5% low Sulphur.

As of **1 January 2019** in order to prevent harbor pollution, the Mailiao Harbor Administration requires:

1. All ships calling Mailiao port shall use fuel with 0.5% m/m Sulphur content or below when entering 12 NM zone from the west breakwater lighthouse, and while alongside or at anchor;
2. Entering and leaving Mailiao port within 20 NM, the ship's average speed shall be slowed to 12 knots without affecting the safety of the ship;
3. The violation of these provisions prohibits entering the Mailiao port.

Refer to Port and Country Rules and Regulations Folder, China 04 and Taiwan 01.

## Columbia Shipmanagement