

# Global Regulations

2016 2017 2018 2019 2020 2021 2022 2023 2024 2025

**BWMS** The committee was concerned about the lack of international agreement on how to implement the BWM treaty, it may decide to give shipowners more time to comply. MEPC will decide whether to require BWM compliance from Sept. 2017, or whether to push the requirement back until the first such survey after the autumn of 2019 (under certain conditions).

BWM compliance at the ship's first five-year IOPP survey after Sept. 2017. **First five-year IOPP survey**

May push the requirement back until the first IOPP survey after autumn 2019.

**CO2** Each vessel will also have to have a certified Ship Energy Efficiency Management Plan outlining its methods for collecting and reporting the data. Each year, the shipowner will collect data for a fleet, aggregate it into annual values and report it to the appropriate flag administration or recognized organization. The IMO will collect this annualized data from the flag states.

IMO CO2 strategy not finalized until 2023, when data on fleet fuel consumption will be available.

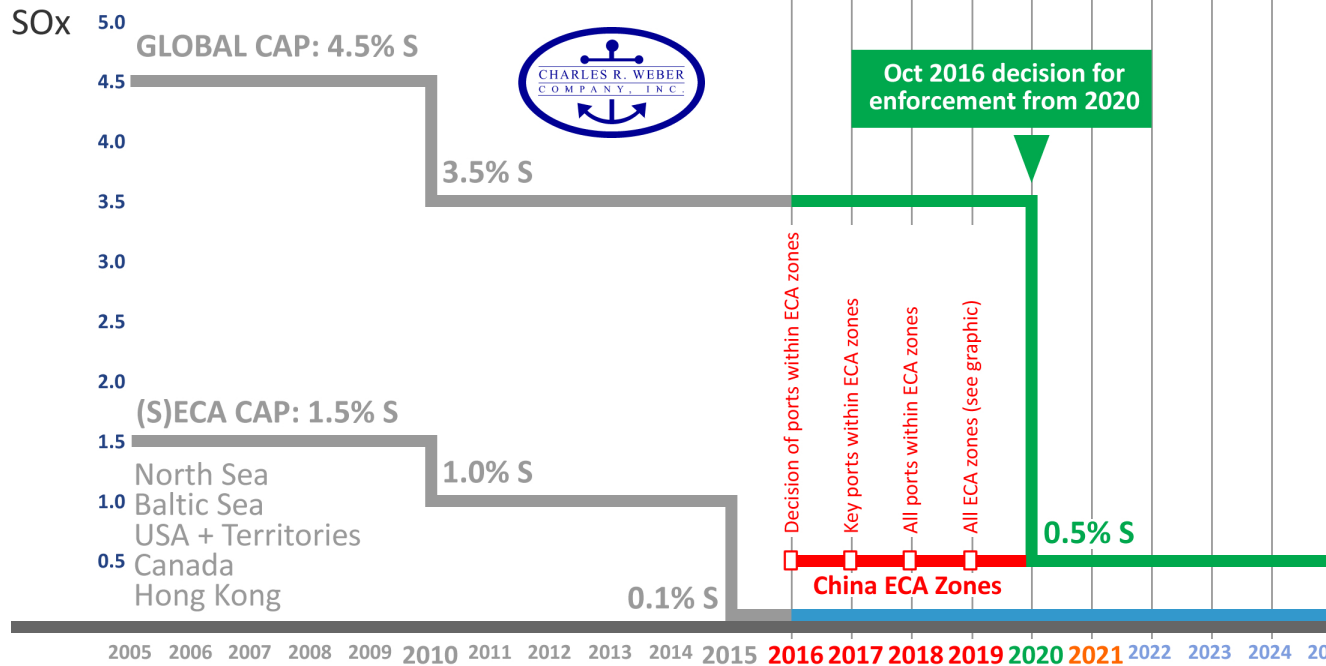
From 2019 vessels over 5,000 gt on international voyages must record:  
Fuel consumption for each type of fuel used.  
Distance travelled and hours under way.

**NOx** Euro: Vessels built on or after January 1, 2021 must comply with NOx Tier III standards when operating in the North Sea or Baltic Sea NECA.

Tier II Europe  
Tier II North America

N.A.: Vessels built on or after January 1, 2016, must comply with NOx Tier III standards when operating in the North American, Hawaii or the U.S. Caribbean Sea NECA.

Vessels blt after 1/1/16  
Tier III North America  
Vessels blt after 1/1/21  
Tier III Europe



**Yangtze River Delta Emission Control Area**

Inland water areas: navigable waters under the administrative jurisdiction of 15 cities including Nanjing, Zhenjiang, Yangzhou, Taizhou, Nantong, Changzhou, Wuxi, Suzhou, Shanghai, Jiaxing, Huzhou, Hangzhou, Shaoxing, Ningbo, Zhoushan and Taizhou.

Key ports: Shanghai, Ningbo-Zhoushan, Suzhou, Nantong.

**Bohai-rim Emission Control Area**

Inland water areas: navigable inland waters under the administrative jurisdiction of 13 cities including Dalian, Yingkou, Panjin, Jinzhou, Huludao, Qinghuangdao, Tangshan, Tianjin, Cangzhou, Binzhou, Dongying, Weifang, Yantai.

Key ports: Tianjin, Qinghuangdao, Tangshan and Huanghua.

# China Regulations

Year	Sulfur Content	Area
January 1		Applicable
2016	Current standard as stipulated in international conventions. Domestic laws remain unchanged.*	All areas. Local ports in ECAs may in view of its own situation exercise its discretion to raise higher requirements than current standard, such as requiring ships to use fuel with sulfur content of .0.5% during berthing.**
2017	≤0.5%/m/m	Geographical area: key ports in ECAs Time period: berthing period excluding 1 hour after berthing and 1 hour before departure
2018	≤0.5%/m/m	Geographical area: all ports in ECAs Time period: whole berthing period
2019	≤0.5%/m/m	Geographical area: whole area of ECAs Time period: whole period when the ship is in the ECAs

\*China is a contracting state to Marpol 73/78 and Annex VI came into effect from 23 Aug 2006 in China. The current Marpol limit in terms of SOx is:  
(1) outside ECAs: 3.5%/m/m since 01 Jan 2012; (2) within ECAs: 0.1% as from 01 Jan 2015.

\*\*We understand that most of the port authorities don't have the intention to adopt higher requirement than the current standard in 2016, except Shanghai. We understand that it is likely Shanghai MSA will start to require the calling ships to use fuel with sulfur content of 0.5%/m/m while at berth excluding 1 hour after berthing and 1 hour before departure in 2016, however an accurate timetable is still under consideration now.

**Pearl River Delta Emission Control Area**

Inland water areas: navigable inland waters under administrative jurisdiction of 9 cities including Guangzhou, Dongguan, Huizhou, Shenzhen, Zhuhai, Zhongshan, Foshan, Jiangmen and Zhaoqing.

Key ports: Shenzhen, Guangzhou and Zhuhai.

Before 31 Dec 2019, the government will evaluate the effect of the above requirements in order to determine whether to take the following steps in the future:

- When entering the ECAs, ship shall be required to use fuel with a sulfur content of no more than 0.1% m/m;
- Enlarge the geographical scope of ECAs;
- Other further measures.

According to the regulation, MSA shall enhance inspection of IAPP certificate, oil record book, fuel supply document and check of fuel quality, etc. to ensure implementation of the relevant requirements.