

Work Together for a Better International Maritime Future

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Thank you chairman!

Distinguished guests, dear friends, ladies and gentlemen:

I'm very glad to have this opportunity for attending the Maritime India Summit 2016. Maritime India Summit is a good platform for sharing information and experience on the maritime affairs, in particular, in the shipbuilding and shipping industry. China hopes to take advantage of this platform to strengthen communication and cooperation on international maritime affairs with India as well as other Countries and/or companions. And we are ready to work together with Member Countries of IMO for contributing our due share to pushing forward the legislation of international maritime conventions along with the vision "Safer Shipping, Cleaner Oceans" and to fulfill common development demands in promoting national economic development.

Let's work together for a better international maritime future.

Here next I am going to talking in brief about two topics for your references.

Firstly, it is the introduction on China's Implementation Plan on Domestic Emission Control Areas (DECAs).

Recent years, in order to improve climate change, the international maritime community has been focused on the reduction of ships emission. As we know, IMO has adopted the amendment to MARPOL Annex VI during the 58th session of Marine Environment Protection Committee in 2008 and decided that all ships regulated by the Convention shall use fuel oil with sulphur content of no more than 0.5% m/m from 2020, however, this decision shall be enforced after evaluation. That means it is not finally decided as a compulsive regulation depends on evaluation at that time. As an active response, the Chinese government has paid great attention to this Amendment to MARPOL and decided that the new Amendment will be implemented in advance in China by means of an active measure of designating the Emission Control Areas (DECAs) along China's coastal areas.

(Ref. pic.2): On December 2nd, 2015, the Chinese Government has promulgated a Regulation on this issue, i.e. *The Implementation Plan on Domestic Emission Control Areas in the Waters of the Pearl River Delta, the Yangtze River Delta and Bohai Rim (Beijing, Tianjin, Hebei)*. This **Plan** is a positive response to IMO's Amendment on MARPOL Annex VI. This is also demonstrated the steadfast and responsible determination of Chinese

Government as a maritime country. The **Plan** requires that all merchant vessels entering the DECAs shall meet the new emission control requirements of the **Plan**.

The **Plan** has been taken into force since January 1st, 2016 (**Ref. pic.3**). It regulates that, from on and after January 1st 2017, the sulphur content of any fuel oil used on board Ships berthing at the key ports in the DECAs shall not exceed 0.5% m/m. Ships must convert to compliant fuel oil within one hour of arriving at their berth and burn compliant fuel until one hour prior to departure.

From on and after January 1st 2018, all the ships whiles berthing at all ports in the DECAs must use fuel oil with a sulphur content not exceeding 0.5% m/m.

After that, from on and after January 1st 2019, all the vessels whiles entering and operating within the whole DECAs must use fuel oil with a sulphur content not exceeding 0.5% m/m.

(Ref. pic.4) Moreover, it also encourages and permits that the Requirements can be implemented ahead of schedule by local Government in where they think appropriate, which means, some ports in the DECAs may impose the requirements in advance of the schedule and the steps from the year of 2016. For example, Shanghai has been the first port to decide implementing the **Plan** since April 1st, 2016.

(Ref. pic.5): An assessment on the effect of the aforementioned control measures will be conducted before December 31st 2019 then to decide whether:

1. to introduce the requirement of 0.1% m/m sulphur content in the DECAs.
2. to extend the geographical scope of DECAs.
3. to introduce other control measures.

(Ref. pic.6, 7, 8): The “key ports” within DECAs are designated as included the following eleven ports

- ~ Shenzhen, Guangzhou and Zhuhai in Pearl River Delta
- ~ Shanghai, Ningbo-Zhoushan, Suzhou and Nantong in Yangtze River Delta
- ~ Tianjin, Qinhuangdao, Tangshan and Huanghua in Bohai-Rim waters

(Ref. pic.9): Alternative measures such as using shore power, clean energy and exhaust gas cleaning system will be accepted.

(Ref. pic.10): All vessels regulated by the DECAs Plan are requested to record in engine log book including oil converting time, date, ship’s position, the sulphur content and the consumption quantity of the fuel oil and with the information of the crew on duty. The bunker delivery note, content report and the fuel oil sample should be kept on board for inspection by Maritime Enforcement Officers.

(Ref. pic.11): A representative sample of the fuel oil used on board ships shall be detected when MSA Officer considered necessary. ((Ref: The regulation 18(8.1-8.2) of Annex VI to MARPOL 73/78))

(Ref. pic.12): Where the vessels using shore power, the converting time, date, and information of the crew on duty are request to be recorded in log book.

(Ref. pic.13): For the vessels using clean energy and exhaust gas cleaning system, the relevant evidence documents and information are to be retained on board and while the MSA enforcement officers carry out the inspection these evidence documents should be shown to them.

To ensure the effective implementation of the **Plan**, we will take actions to enhance supervision by means of Port State Control. Those Vessels violate the **Plan** will be subject to punishment.

The primary objective of the **Plan** is not only to aim to gradually phase out the vessels with high pollution and high energy consumption in China but also follow up the national economic development strategy to push the shipping industry restructuring and promote the sustainable development of the shipping economy. Meanwhile, it's a positive steps towards implementation of the international maritime convention and improving air quality and environment protection by strictly restricting high-polluting ships from entering Chinese ports. IMO requires that all ships regulated by the Convention shall use fuel oil with sulphur contents of no more than 0.5% m/m by 2020 or 2025. Based-on the ardent expectation of international social, the Chinese government determines to implement this requirement at least 3 years earlier and that is demonstrated China's stronger and responsible determination in the ship emission reduction.

(Ref. pic.14): To facilitate shipping companies and flag states to obtain relevant information, the Chinese government has published the English version of the **Plan** on the following website:

<http://en.msa.gov.cn>

Subsequently, I would like to talk a few words on the Goal-based Standards which is under proceeding in IMO. As we know that IMO initiated discussion on the development of goal-based IMO instruments based on GBS concept and already successively adopted the draft and amendment of Guidelines for goal-based standards in 2011 and 2015. With the legislative concept based on GBS has become a widely consensus, IMO begins to focus on developing the new Goal-Based framework of SOLAS Convention step by step, which is the new tendency of international maritime legislation.

From 2014 to 2015, in accordance with GBS standards, an expert audit teams organized by IMO have carried out a conformity verification audit on the Common Structure Rules of IACS for new Bulk Carriers and Oil Tankers and its' members rules, which will be finally examined and considered by IMO MSC 96 in May 2016 so as to judge whether the Rules comply to IMO GBS standards.

On the other hand, during last meeting MSC 95, IMO instructed the SSE Sub-Committee to develop the new framework for SOLAS Chapter III based on the goal-based standards. Currently, intensified efforts have been carried forward in the SSE Sub-committee. China based-on relevant research and analysis has provided proposals which have been included in the draft functional requirements to SOLAS Chapter III. It will be as the basis for further consideration at the next IMO meeting MSC 96. We understand that any amendment to the existing convention, regulations or any development of the international codes call on Member States to take concerted efforts. Therefore, we think it is very important to remain sound coordination and cooperation of Member States for promoting successful on the mentioned issues. China hopes that we should enhance communication, share of information, and coordination to promote the development of international regulations so that to contribute our common efforts to the healthy, sustainable and green development of the international shipping industry.

We strongly believe that, as long as we are aiming at benefiting the peoples of the world and protecting the environment and beautiful oceans which we all rely on, the closely maritime cooperation between all of countries of the world will flourish and yield fruitful outcomes for the globe and oceans.

Thank You !