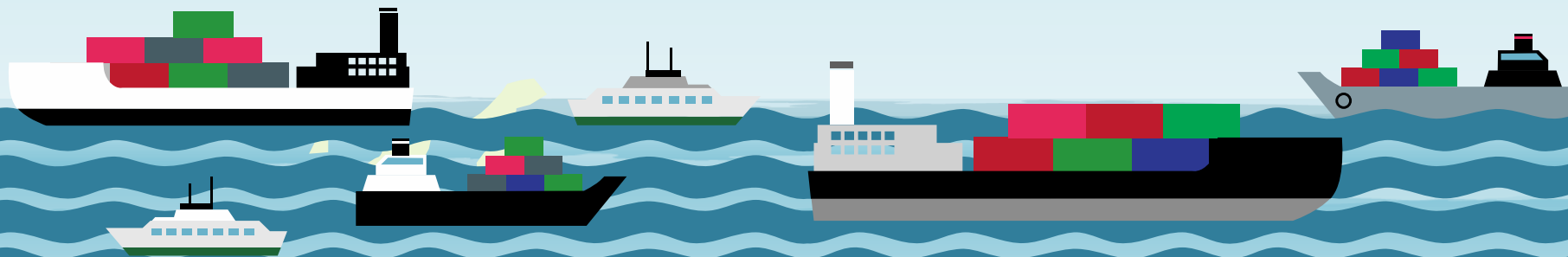




# Proposal to Mandate Vessels to Use Compliant Fuel within Hong Kong Waters

建議規管船隻在香港水域內  
使用合規格燃料

Environmental Protection Department  
環境保護署  
14-06-2017





# Aim of Briefing

## 簡介會目的

1. To introduce to local vessels operators :  
向本地船隻業界介紹：
  - a) Prevailing control on Marine Emissions in Hong Kong  
香港現行的船舶排放管制
  - b) Regional collaboration to reduce marine emission in Pearl River Delta (PRD) waters  
區域合作以減少珠三角水域內的船舶排放
  - c) Proposal to mandate the use of low sulphur fuel in Hong Kong waters  
建議在本地水域規管船隻使用低硫燃料
2. To collect views on the proposed control  
收集業界對管制建議的意見

# Prevailing control on Marine Emissions in Hong Kong

## 香港現行的船舶排放管制



- EPD is implementing the following controls:  
環保署正實施以下管制：

### Marine light Diesel Reg. 船用輕質柴油規例

Cap sulphur content of locally supplied marine light diesel at 0.05% since April 2014

自2014年4月起，限制本地供應的船用輕柴油含硫量上限為0.05%

### “Fuel at berth” Reg. “停泊轉油”規例

Mandate ocean-going vessels (OGVs) to use low sulphur fuel (sulphur content <0.5%) while at berth since July 2015

由2015年7月起，規管遠洋船停泊時須使用含硫量不超過0.5%的燃料

### Port Facilities and Light Dues Incentive Scheme (till March 2018)

### 港口設施及燈標費寬減計劃(至2018年3月)

Since September 2012, OGVs can enjoy 50% reduction in light facilities and port dues while they are using low sulphur fuel at berth

由2012年9月起，遠洋船如在停泊時轉用低硫船用燃料，可獲減免一半港口設施及燈標費。

# Regional Collaboration

## 區域合作



- Since 2013, Hong Kong Government has been pursuing the Mainland to jointly introduce marine emissions control measures in Pearl River Delta waters, including setting up an emission control area in the long term

自2013年起，香港政府一直積極鼓勵內地有關部門共同在珠江三角洲(下稱"珠三角")推行船舶廢氣減排措施，以及長遠而言，在珠三角水域設立船舶排放控制區

- Regional cooperation is essential to ensure level playing field and maximize the environmental benefits in the region.

區域合作對確保區內維持公平競爭環境和達致最大環保效益至為重要

# Domestic Emission Control Areas in Mainland

## 國內的船舶排放控制區



- In December 2015, the Ministry of Transport (MoT) issued an Implementation Plan of setting up three **Domestic Emission Control Areas (DECAs)** in Mainland
- 2015年12月國家交通運輸部發佈在國內設立三個船舶排放控制區的實施方案



Pearl River Delta (PRD)

珠江三角洲

\*excluding the waters of Hong Kong and Macau

不包括香港及澳門水域



Yangtze River Delta (YRD)

長江三角洲



Bohai Rim

環渤海



# Implementation Plan on Domestic Emission Control Area (DECA)

## 船舶排放控制區實施方案

Implementation Date 實施日期	Control Measures 控制措施
1 January 2017 2017年1月1日	<ul style="list-style-type: none"><li>Vessels are required to use low sulphur fuel <b>while at berth in core ports</b> within DECAs 船舶在控制區內的<b>核心港口停泊</b>時須使用低硫燃料(含硫量不超過 0.5% (以重量計))</li></ul>
1 January 2018 2018年1月1日	<ul style="list-style-type: none"><li>Vessels are required to use low sulphur fuel <b>while at berth in all ports</b> within DECAs 船舶在控制區內的<b>所有港口停泊</b>時須使用低硫燃料</li></ul>
1 January 2019 2019年1月1日	<ul style="list-style-type: none"><li>Vessels are required to use low sulphur fuel <b>within the DECA</b> 船舶<b>在控制區內</b>須使用低硫油燃料</li></ul>
Before 31 December 2019 2019年12月31日之前	<ul style="list-style-type: none"><li>Assessment of the above control measures to decide whether: 評估以上措施的實施效果以決定是否:<ol style="list-style-type: none"><li>to limit the fuel sulphur content at 0.1% 限制燃料含硫量上限為 0.1%</li><li>to extend the geographical scope of DECAs 擴大控制區地理範圍</li><li>to introduce other control measures 推行其他管制措施</li></ol></li></ul>



# Collaboration with the Guangdong to set up the PRD DECA

## 與廣東合作設立珠三角水域船舶排放控制區

1. In November 2016, a working group was formed with EPD, MD and the Guangdong maritime authorities to jointly promote the implementation of the PRD DECA

在2016年11月，香港環保署、海事署及廣東省海事部門成立工作組，共同推動實施珠三角水域船舶排放控制區的相關工作

2. In December 2016, a Cooperation Agreement was signed to strengthen regional exchanges and collaboration in controlling marine emissions

在2016年12月，雙方簽訂合作協議，加強雙方在控制船舶大氣污染方面的區域交流與合作



# Proposed Control 建議管制

Prevailing Control  
現行管制

Mandate ocean-going vessels to  
use  $<0.5\%S$  fuel while at berth  
since July 2015

由2015年7月起，規管遠洋船停  
泊時須使用含硫量不超過0.5%  
的燃料



Proposed Control  
建議管制

Mandate all vessels to use  
compliant fuel within HK  
waters

規管所有船隻在香港水域內  
使用合規格燃料



# Control Proposal

## 建議管制



- We propose to mandate **all vessels** to use **compliant fuel** within Hong Kong waters from 1 January 2019. The requirement applies to main engines, auxiliary engines, boilers and generators

我們建議由2019年1月1日起，規管**所有船隻**在香港水域內使用**合規格燃料**。有關規定適用於主引擎、輔助引擎、鍋爐及發電機

### Compliant Fuel 合規格燃料

- (i) **<0.5%S low sulphur fuel**  
含硫量不超過 0.5% 的低硫油
- (ii) **liquefied natural gas (LNG)**  
液化天然氣
- (iii) **any other approved fuel that its use can achieve the reduction of SO<sub>2</sub> emission at least as the use of low sulphur fuel**  
其他受認可的燃料，而其使用所能達到的減少排放二氧化硫的有效程度，不遜於使用低硫燃料所能達到的減少排放二氧化硫的有效程度

# Effect on Local Vessels

## 對本地船隻的影響

- Since local vessels have been using locally supplied marine light diesel with a sulphur content capped at 0.05%, which already complies with the requirement of a compliant fuel (i.e. with a sulphur content not exceeding 0.5% by weight), the control proposal will not impose any additional burden to local vessel operators.

由於現時本地船隻已經普遍使用本地供應的船用輕質柴油，其含硫量不得超過0.05%，已經符合建議對燃料含硫量不超過0.5%的規定。因此，有關建議不會對本地船隻業界造成任何影響。



## • Exemption 豁免

- We propose that the following be exempted from the requirement:  
我們建議以下的情況可獲豁免：
1. The vessel is a military vessel (any warship or any other vessel on military service)  
該船隻為軍用船隻(指軍艦或其他作軍事服務的船隻)
  2. The vessel uses emission control technology (e.g. scrubber) that can achieve the reduction of SO<sub>2</sub> emission at least as the use of low sulphur fuel  
該船隻採用了減排技術(如洗滌器)，而其減少排放二氧化硫的有效程度，不遜於使用低硫船用燃料所能達到的程度
  3. Compliance of the requirement will pose a risk to the safety of the vessel  
執行有關規管會對該船隻的安全構成危險



## • Record in log book 日誌記錄

### ➤ For **OGVs** which need to switch fuel only 只適用於需要轉油的遠洋船隻

1. The date and time of arrival into Hong Kong waters  
到達香港水域的日期及時間
2. The date and time of departure from Hong Kong waters  
離開香港水域的日期及時間
3. The date and time, the position of the vessel, and the volume and sulphur content of compliant fuel when the switch to complaint fuel, if any, is completed  
任何轉用合規格燃料的操作完成的日期、時間，當時的船隻位置，及合規格燃料的存量和含硫量
4. The date and time, the position of the vessel, and the volume and sulphur content of compliant fuel when the switch to non-complaint fuel, if any, commences  
任何轉用不合規格燃料的操作開始的日期、時間，當時的船隻位置，及合規格燃料的存量和含硫量



- **Keeping of documents 文件備存**

- For **OGVs** which need to switch fuel only  
只適用於需要轉油的遠洋船隻
  1. Written procedures for fuel switch operation (if applicable)  
轉換燃料的操作程序文件(如適用)
  2. Bunker delivery notes (BDN) should be kept on board for 3 years  
燃料裝艙單須備存於該船隻上，備存期為3年
  3. Record in log book should be kept on board for 3 years  
日誌記錄須備存於該船隻上，備存期為3年



- **Enforcement 執法**

- Surprise on board inspection  
突擊登船巡查
- On board document checks(OGVs only), e.g. log book and bunker delivery notes  
船上文件檢查(只適用於遠洋船), 如船隻日誌及燃料裝艙單
- Machinery checks, e.g. main engines, auxiliary engines, boilers and generators  
機械檢查, 如主引擎、輔助引擎、鍋爐及發電機
- Collect fuel samples for sulphur content analysis, where necessary  
有需要時抽取燃油樣本作含硫量分析



- **Penalty 罰則**

- In line with similar offences under the “Fuel at Berth” Regulation  
與現時泊岸轉油條例的罰則相若
- Maximum penalty for contravention is a fine of HK\$200,000 and 6-month imprisonment  
違反規定的最高罰則為罰款港幣20萬及監禁6個月



## • Timetable 時間表

Time 時間	Actions 工作
March - June 2017 2017年3月至6月	Collect views from trades and stakeholders 收集業界及持份者的意見
July 2017 2017年7月	Consult the Advisory Council on the Environmental and the Panel on Environmental Affairs of the LegCo 諮詢環境諮詢委員會及立法會環境事務委員會



- Draft a new regulation and submit to the LegCo for vetting  
草擬新規例及提交立法會審議



- Implementation on 1 January 2019  
2019年1月1日起實施





Thank you  
謝謝