

SINGHAI MARINE

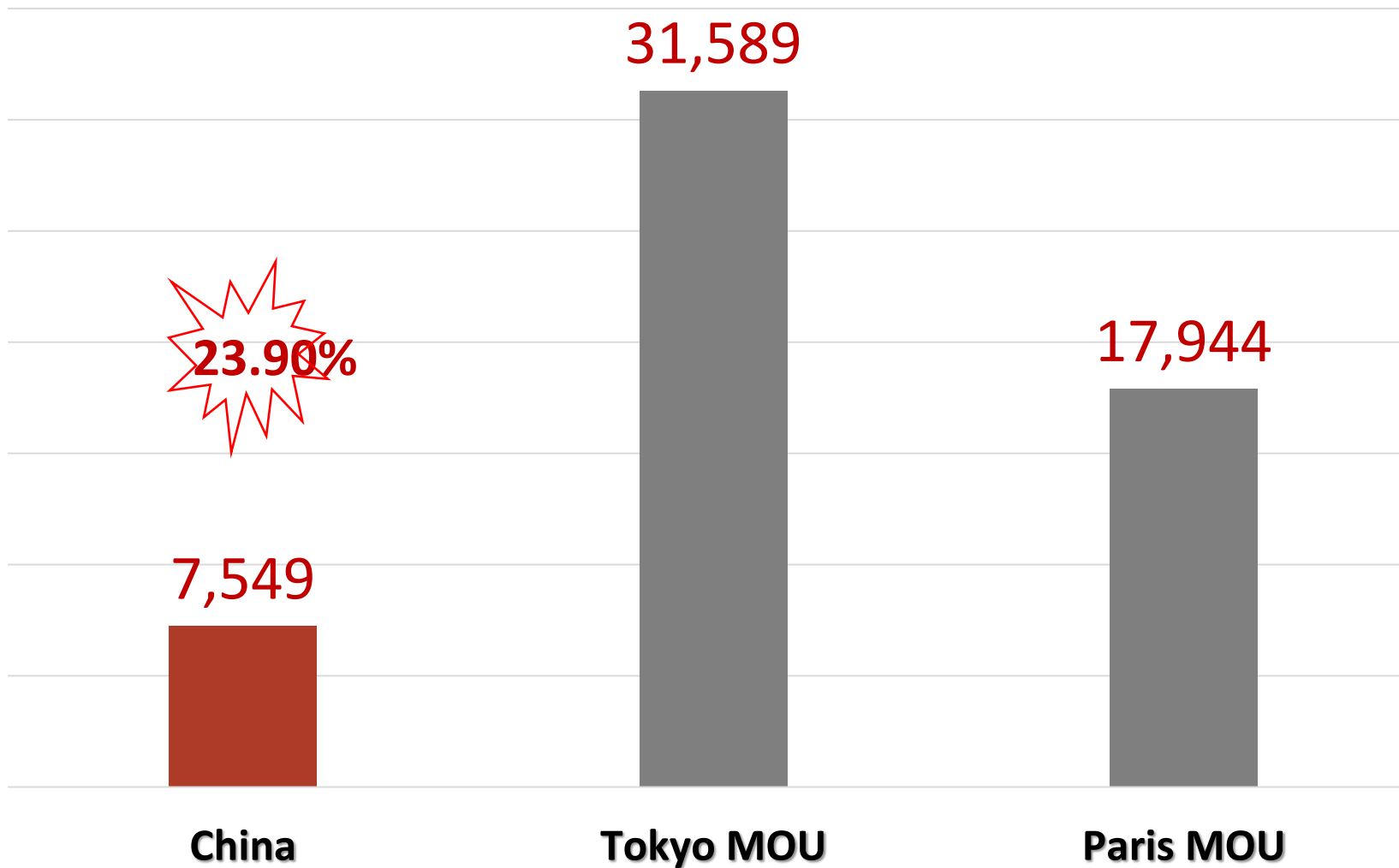


IMO Compliance & Chinese Port Inspections

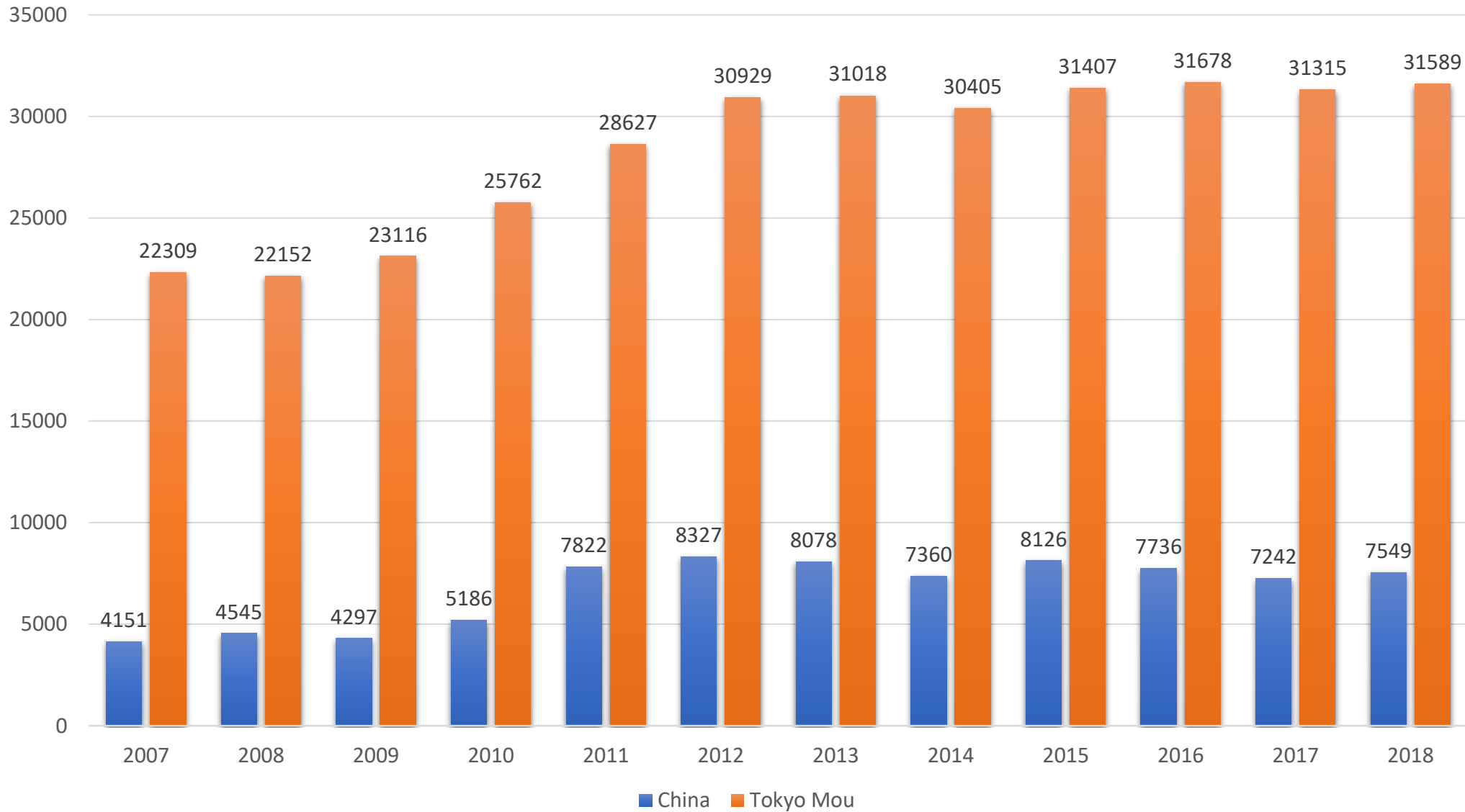
Terence Zhao
Managing Director
Singhai Marine Services
22nd February 2019, Athens

When PSCO comes on board, what is the **reaction** of Shipowner?

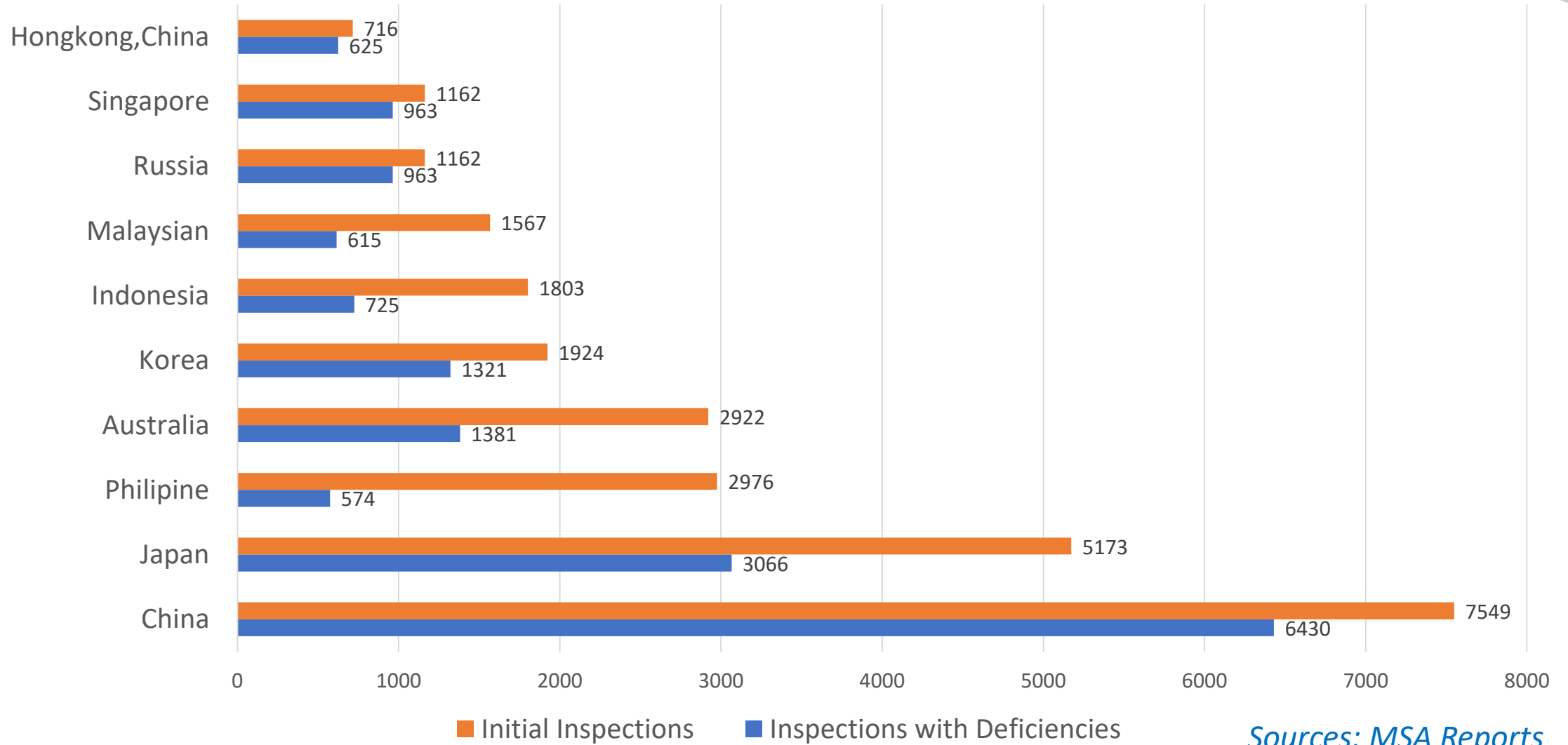
YR 2018 – Ships Inspected



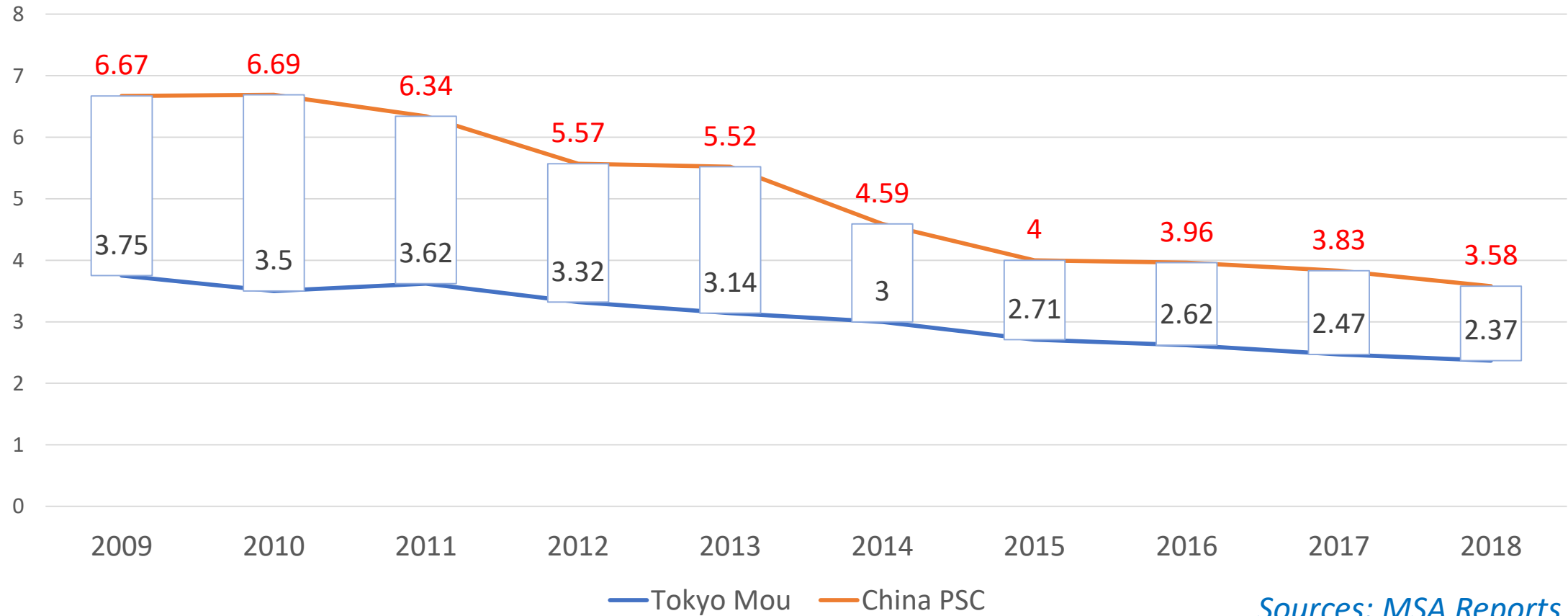
No. of Inspections



PSC Inspections by Tokyo MOU Members

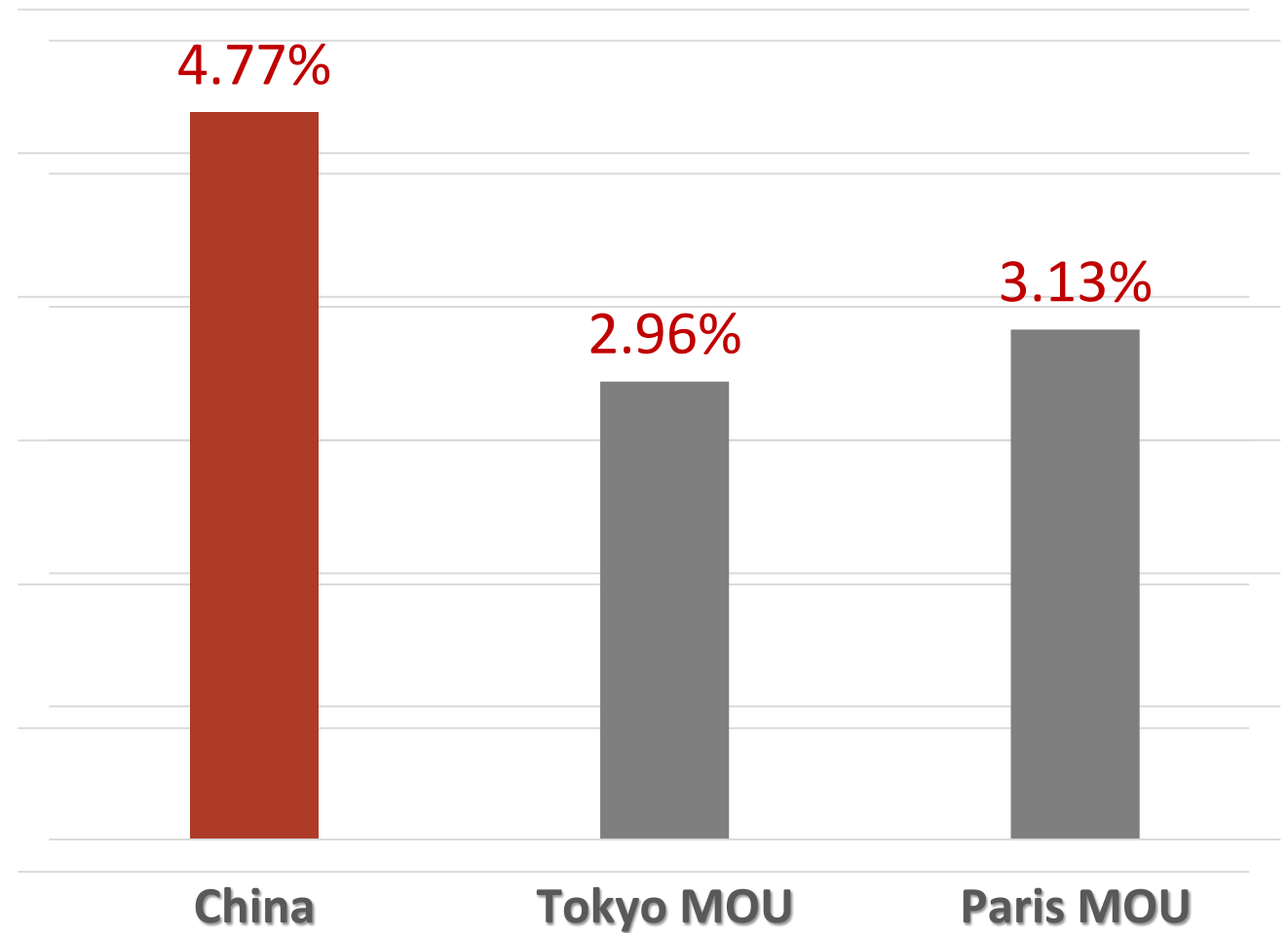
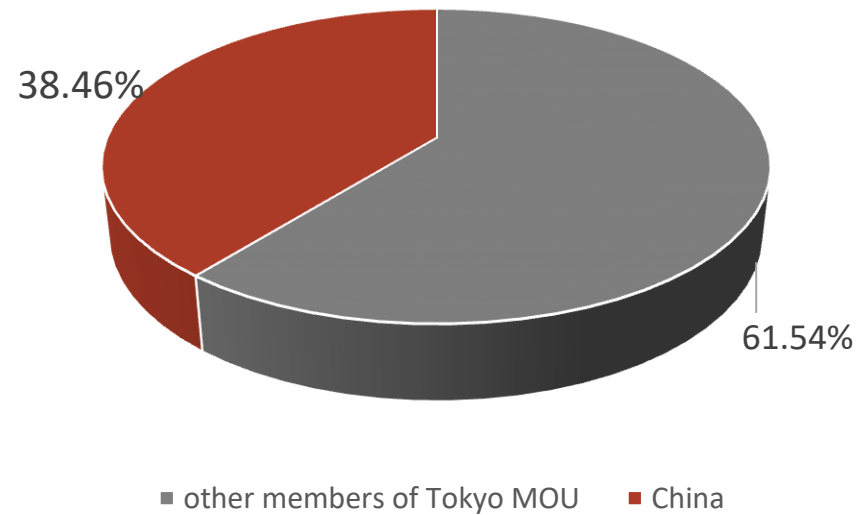


Average Deficiencies per Ship Tokyo MOU VS China PSC



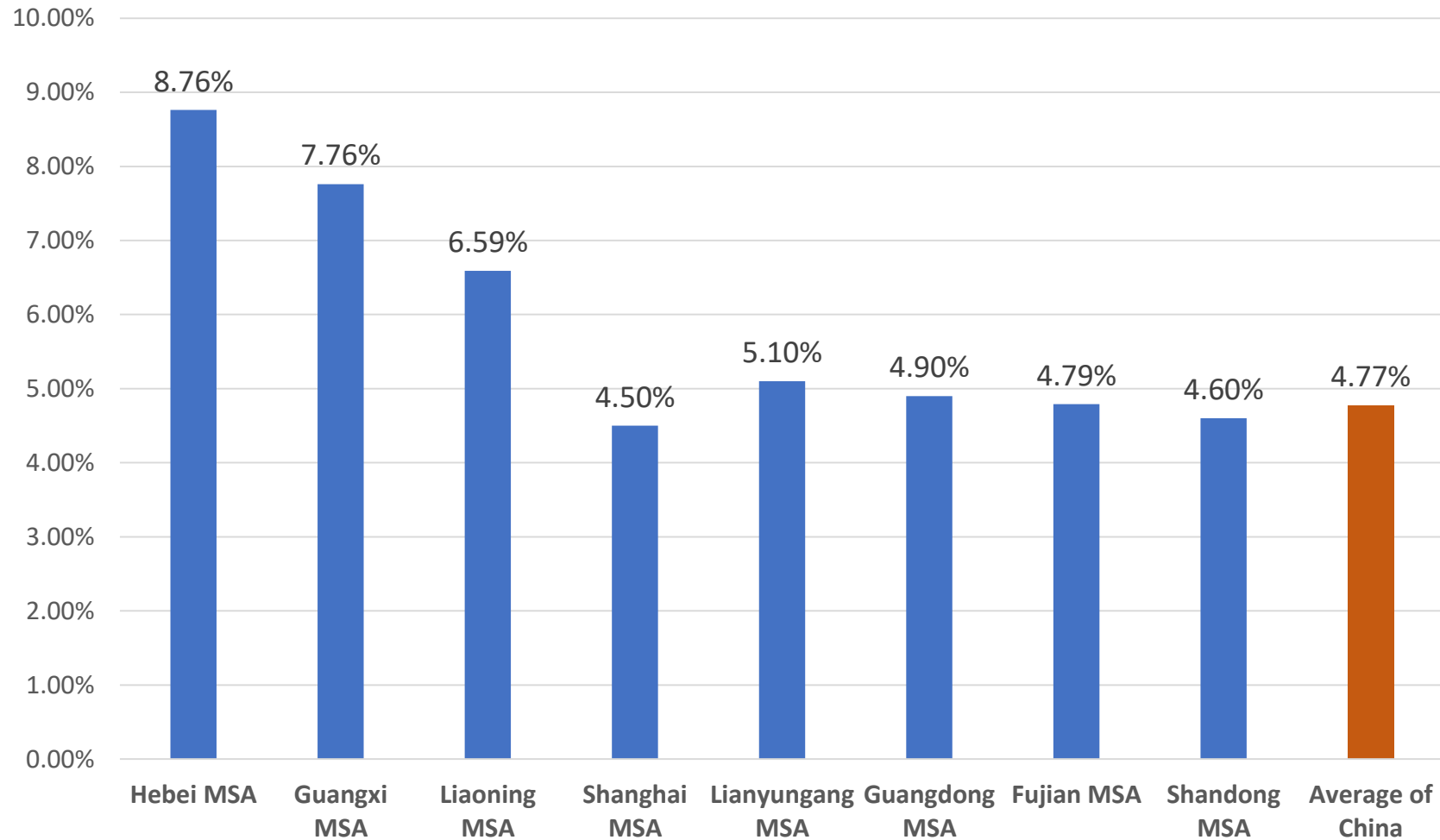
Sources: MSA Reports

In year 2018, 360 ships detained by China, with detention rate of 4.77%



Top 8 MSA in China

Detention Ratio of year 2018



China PSC Inspection Data, 2018

- Vessels inspected: 7549
- Vessels with deficiencies: 6430, 85.18%
- Vessels detained: 360, 4.77%
- Total deficiencies : 27,040, 3.58 per vessel.
- How about 2019?

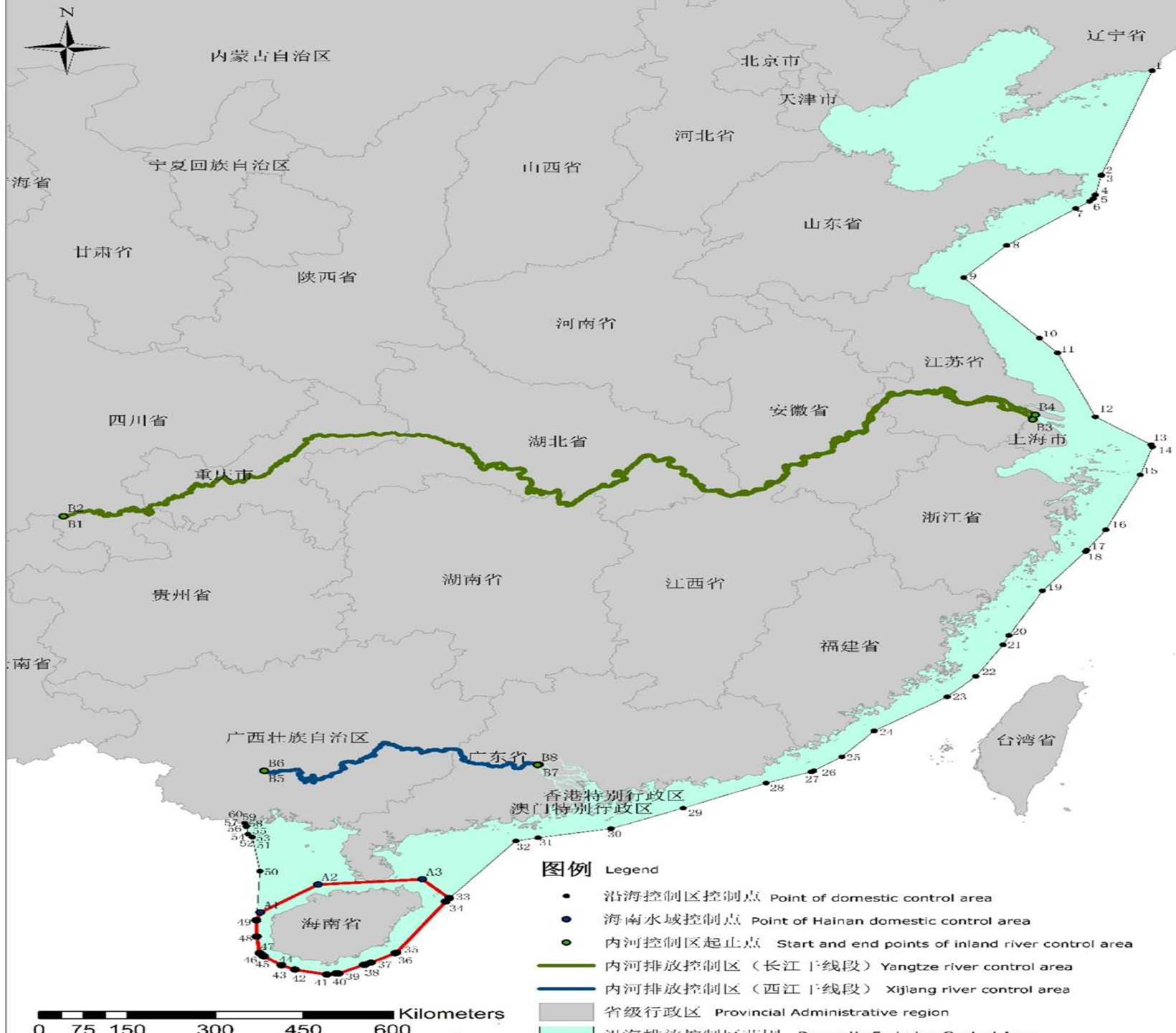
New regulations in 2019 will post a **BIG**

CHALLENGE

for Owners and Managers when their ships call at
China ports.

Will 0.5% Sulphur limit apply to Foreign Ships
entering China's Waters **before 1 January 2020** ?

From 1 January 2019, all sea-going vessels entering China's Domestic Emission Control Areas (coastal waters) **MUST** use fuel with sulphur content not exceeding 0.5% m/m.



图例

Legend

- 沿海控制区控制点 Point of domestic control area
- 海南水域控制点 Point of Hainan domestic control area
- 内河控制区起止点 Start and end points of inland river control area
- 内河排放控制区（长江干线段） Yangtze river control area
- 内河排放控制区（西江干线段） Xijiang river control area
- 省级行政区 Provincial Administrative region

序号 Point	经度 Longitude	纬度 Latitude
1	124° 10' 06.00"	39° 49' 41.00"
2	122° 57' 14.40"	37° 22' 11.64"
3	122° 57' 00.00"	37° 21' 29.16"
4	122° 48' 18.00"	36° 53' 51.36"
5	122° 45' 14.40"	36° 48' 25.20"
6	122° 40' 58.80"	36° 44' 41.28"
7	122° 24' 36.00"	36° 35' 08.88"
8	121° 03' 03.60"	35° 44' 44.16"
9	120° 12' 57.60"	34° 59' 27.60"
10	121° 32' 24.00"	33° 28' 46.20"
11	121° 51' 14.40"	33° 06' 19.08"
12	122° 26' 42.00"	31° 32' 08.52"
13	123° 23' 31.20"	30° 49' 15.96"
14	123° 24' 36.00"	30° 45' 51.84"
15	123° 09' 28.80"	30° 05' 43.44"
16	122° 28' 26.40"	28° 47' 31.56"
17	122° 07' 30.00"	28° 18' 58.32"
18	122° 06' 03.60"	28° 17' 01.68"
19	121° 19' 12.00"	27° 21' 30.96"
20	120° 42' 28.80"	26° 17' 32.64"
21	120° 36' 10.80"	26° 04' 01.92"
22	120° 06' 57.60"	25° 18' 37.08"
23	119° 37' 26.40"	24° 49' 31.80"
24	118° 23' 16.80"	24° 00' 54.00"
25	117° 50' 31.20"	23° 23' 16.44"
26	117° 22' 26.40"	23° 03' 05.40"
27	117° 19' 51.60"	23° 01' 32.88"
28	116° 34' 55.20"	22° 45' 05.04"
29	115° 13' 01.20"	22° 08' 03.12"
30	114° 02' 09.60"	21° 37' 02.64"
31	112° 50' 52.80"	21° 22' 25.68"
32	112° 29' 20.40"	21° 17' 12.48"
33	111° 27' 00.00"	19° 51' 57.96"
34	111° 23' 42.00"	19° 46' 54.84"
35	110° 38' 56.40"	18° 31' 10.56"
36	110° 37' 40.80"	18° 30' 24.12"
37	110° 15' 07.20"	18° 16' 00.84"
38	110° 09' 25.20"	18° 12' 45.36"
39	109° 45' 32.40"	17° 59' 03.12"
40	109° 43' 04.80"	17° 59' 03.48"
41	109° 34' 26.40"	17° 57' 18.36"
42	109° 03' 39.60"	18° 03' 10.80"
43	108° 50' 42.00"	18° 08' 58.56"
44	108° 33' 07.20"	18° 21' 07.92"
45	108° 31' 40.80"	18° 22' 30.00"
46	108° 31' 08.40"	18° 23' 10.32"
47	108° 28' 44.40"	18° 25' 34.68"
48	108° 24' 46.80"	18° 49' 13.44"
49	108° 23' 20.40"	19° 12' 47.16"
50	108° 22' 45"	20° 24' 05"
51	108° 12' 31"	21° 12' 35"
52	108° 08' 05"	21° 16' 32"
53	108° 05' 43.7"	21° 27' 08.2"
54	108° 05' 38.8"	21° 27' 23.1"
55	108° 05' 39.9"	21° 27' 28.2"
56	108° 05' 51.5"	21° 27' 39.5"
57	108° 05' 57.7"	21° 27' 50.1"
58	108° 06' 01.6"	21° 28' 01.7"
59	108° 06' 04.3"	21° 28' 12.5"
60	北仑河主航道中心线向海侧终点 Seaside endpoint in the middle line of Beilun River main channel	
A1	108° 26' 24.88"	19° 24' 06.50"
A2	109° 20' 00"	20° 07' 00"
A3	111° 00' 00"	20° 18' 32"
B1	104° 24' 30.60"	28° 38' 22.38"
B2	104° 24' 35.94"	28° 38' 27.84"
B3	121° 18' 54.00"	31° 30' 52.00"
B4	121° 22' 30.00"	31° 37' 34.00"
B5	108° 18' 19.77"	22° 48' 48.60"
B6	108° 18' 26.72"	22° 48' 39.76"
B7	112° 48' 30.00"	23° 08' 45.00"

From 1 January 2020, even stricter requirement will apply to sea-going vessels entering inland waterways, whereby a maximum 0.1% sulphur content will be allowed.

From 1 January 2022, the 0.1% Sulphur limit will also apply to the coastal emission control area of Hainan waters.

From 1 January 2025, whether to implement the 0.1% sulphur limit for all sea-going vessels in all coastal waters (not only the inland rivers) ?

China will further evaluate and determine

293 PSCOs from 55 ports of China



PSC Inspection Report:

Code 30 - Vessel Detained

Code 17 - Rectify before departure

Code 30 or Code 17 or others ?

MSA gives a lot of pressure to PSCO

PSCO often safe guard themselves by interpreting at the higher scale

Resulted in detrimental PSC report

How can **Singhai Port Representative Agency Services** help you to mitigate such situation?

- Team of Master Mariners and Chief Engineers
- Where required carry out inspection and advice to ships
- Approved by MSA to organize seminar for PSCO every year
- Good understanding of PSCO working style and culture
- Extensive network in all China ports

Examples of Successful Mitigation




Vessel: FXXX YXXX. Port: Xiamen China.

Code 30 was to be issued due to Sewage Plant blower malfunction.

Singhai acted for Owners, requested for time and obtained spares in time. Vessel was not detained.



Inspections

Legend: ☐ - initial inspection ☒ - follow-up inspection

Type	Date	Place	Ship Name	Callsign	MMSI	Flag	Deficiencies (<input type="checkbox"/> : recorded/ <input checked="" type="checkbox"/> : for checking)	Detention	Ship Risk Profile at the time of inspection
<input type="checkbox"/>	07.09.2018		[REDACTED]	[REDACTED]	[REDACTED]	Singapore	0	no	
<input checked="" type="checkbox"/>	07.09.2018		[REDACTED]	[REDACTED]	[REDACTED]	Singapore	1	no	
<input checked="" type="checkbox"/>	01.06.2018	 Xiamen (China)	[REDACTED]	[REDACTED]	[REDACTED]	Singapore	5	no	

Vessel: EXXX VXXXXX. Port: Yangpu, China.

Singhai carried out pre-PSC inspection for Owners: **zero** deficiency, **clean** report.

Inspections									
Legend: <input type="checkbox"/> - initial inspection <input checked="" type="checkbox"/> - follow-up inspection									
Type	Date	Place	Ship Name	Callsign	MMSI	Flag	Deficiencies (<input type="checkbox"/> : recorded/ <input checked="" type="checkbox"/> : for checking)	Detention	Ship Risk Profile at the time of inspection
<input type="checkbox"/>	11.07.2018	 Yangpu Pt (China)				Singapore	0	no	

Vessel: LXXX TXXX. Port: Tianjin, China.

What happened?

The emergency diesel generator could not start in automatic mode prior to calling at Tianjin port. MSA did not accept the short term certificate issued by Classification society. Vessel must complete the repair before vessel leave the port but the spares could only be delivered earliest at next port.

Singhai contacted Port State Authority and seek their consent to arrange 2 MSA officer to board the vessel to verify the mitigating actions taken by the ship staff. As a result of our intervention, vessel left the port **without delay** .

From 1 January 2019, all sea-going vessels entering China's Domestic Emission Control Areas (coastal waters) **MUST** use fuel with sulphur content not exceeding 0.5% m/m.

PSC will step up inspections, will your vessels face a compliance issue?

If you have, we are at 24/7 to assist

In conclusion:

- Singhai Marine Services has a service history of 14 years
- Provide English proficient Chinese Seafarers to International Shipping companies
- Trade to Australia, USA, Europe and other parts of the world
- As an value-added service, help our clients during PSC inspection to achieve desirable results

Questions?

Ευχαριστω

Thank you

谢谢