



2025年 第13周市场周报

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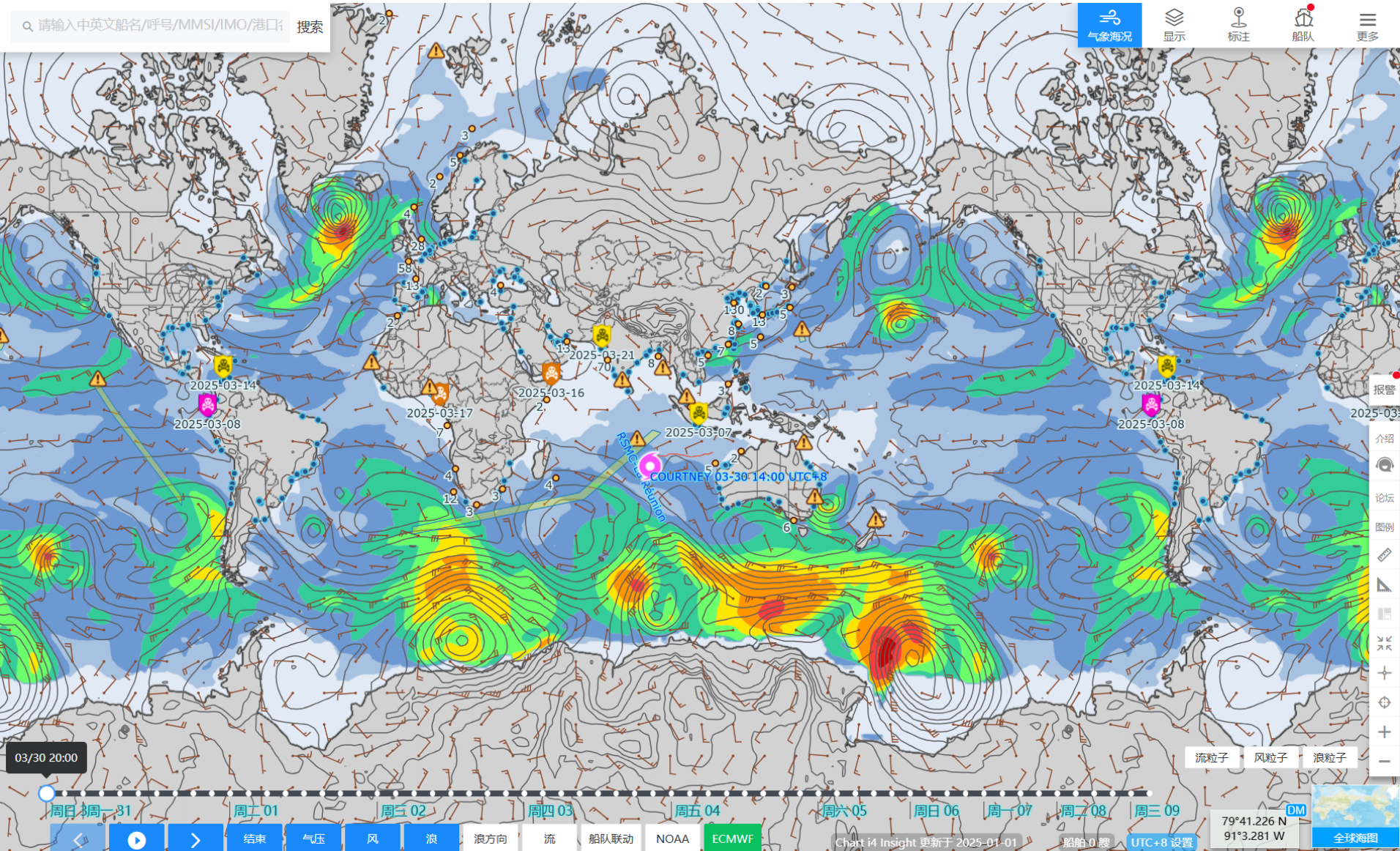
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最新商品价格 LATEST COMMODITIES PRICE

第八部分

本周话题 WEEKLY TOPIC

第一部分 航运安全 SHIPPING SAFETY



航行警告 Navigation Warning

HiFleet显示全球目前有效的航行警告有452个，远东和环加勒比海居多，请相关水域船舶注意航行警告内容。There are currently 452 navigational warnings in effect around the ocean on hiFleet with the Far East being the majority. Please pay attention to the navigational warnings in relevant waters.

航海气象 Meteorology

未来一周中国渤海海域风力4-5级，有时中浪；黄海风力3-6级，有时中浪；东海风力4-6级，中浪；台湾海峡7-6级风，巨浪到大浪；南海大部海域风力6-4级，减弱，大浪到中浪。太平洋北部和北大西洋的低气压比较活跃。The coming week the wind in Bohai Sea to be moderate with moderate sea occasionally. Wind in Yellow Sea become strong with moderate sea. And China East Sea will become strong with moderate sea. The wind in the Taiwan Strait stays very strong with very rough sea. In most of the South China Sea the wind becomes weak with rough sea. The low pressure activities still be active both in North of Pacific and Atlantic.

海盗事件 Piracy

3月21号，坎德拉安克雷奇，印度。一群六至七名未经授权人士登上停泊的货柜船。警觉的船员拉响了警报，朝船头走去，结果这些人带着偷来的船上财物逃走了。这一事件已报告给港口当局。21.03.2025: 1830 UTC: Posn: 22:45.77N – 070:02.47E, Kandla Anchorage, India. A group of six to seven unauthorised individuals boarded an anchored container ship. Alert crew raised the alarm and proceeded towards the forecstle resulting in the persons escaping with stolen ship's properties. The incident was reported to port control.

海上事件 Marine Incidents

国际运输工人联合会呼吁各国政府和国际机构采取紧急行动，释放在西非一艘油轮上被绑架的10名海员。欧盟还希望该地区各国重新关注更广泛的打击海盗。上周在圣多美和普林西比附近的几内亚湾，五名武装分子袭击了16500载重吨BITU RIVER（2022年建造）。The International Transport Workers' Federation has called on governments and international agencies to take urgent action to release 10 seafarers kidnapped from an oil tanker in West Africa. The EU also wants countries in the region to refocus on the broader fight against piracy. Last week in the Gulf of Guinea near SAO Tome and Principe, five militants attacked the 16,500 DWT BITU RIVER (built in 2022).

其它 Others

没有 Nil

备注 Remark

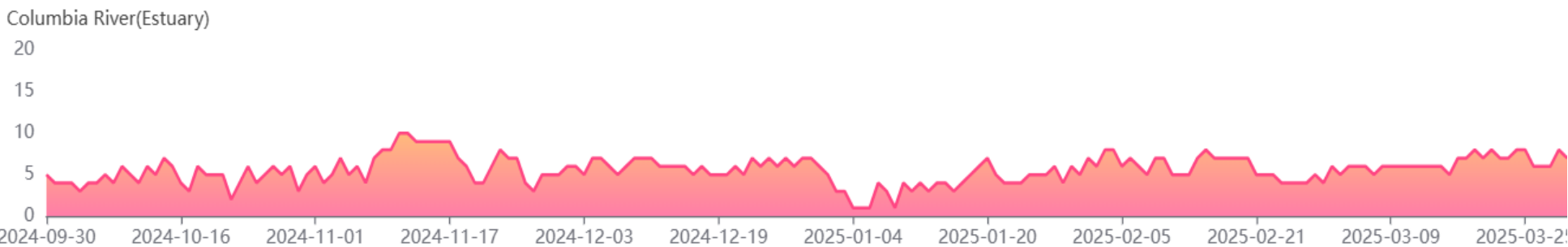
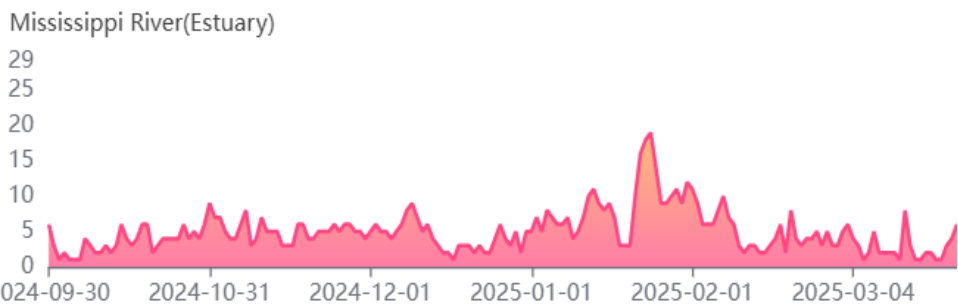
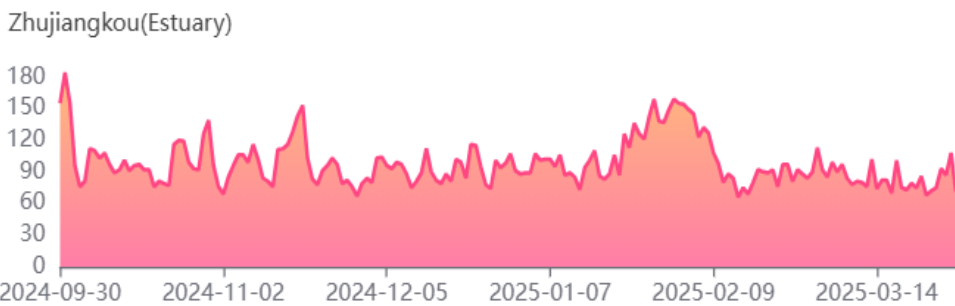
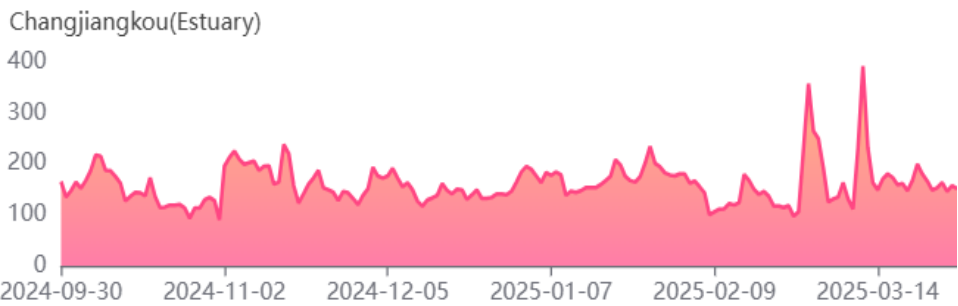
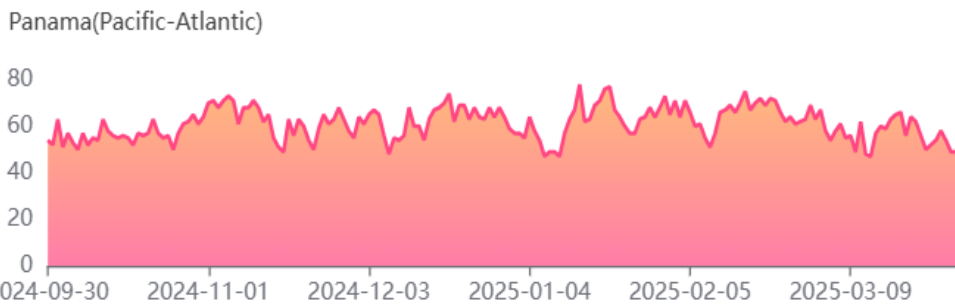
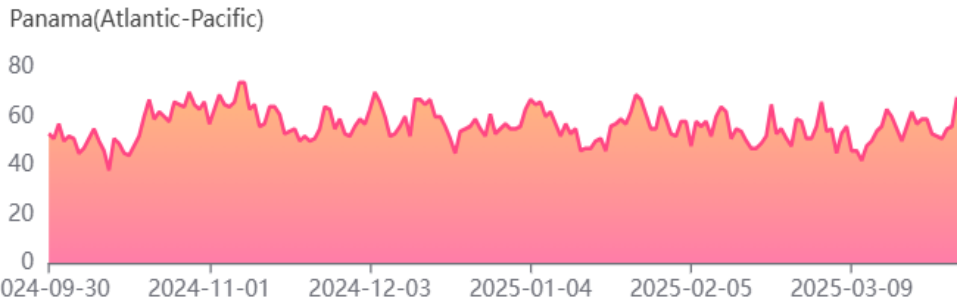
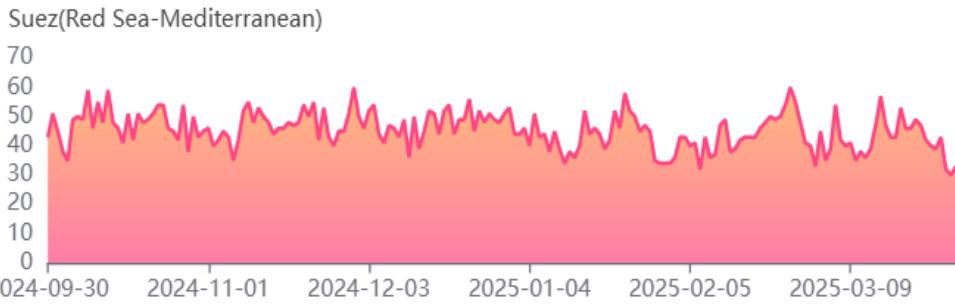
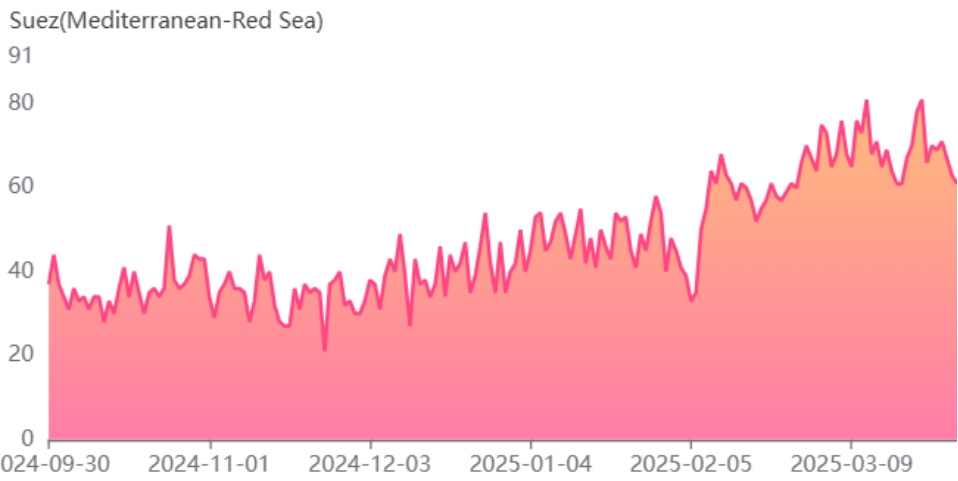
本报告数据截止时间为2025年3月30日北京时间17点；所有数据和或观点仅供参考，在任何情况下本公司及其员工不承担任何风险。The data deadline for this report is Beijing time 17 hours on Mar 30th of 2025; All data and/or opinions are for reference only and under no circumstances do the Company and its employees assume any risk.

第二部分 航运数据 SHIPPING DATA

最近一周船舶运河/河口锚地等待数量

Latest Week Update Vessel Waiting Numbers Information in Anchorages of Canals and Rivers

Canal/Riv.	P.N.	M.N.	WoW	MoM
Suez.Red	33	1214	-68	-55
Miss.Riv.	6	67	7	-68
CJK	151	5021	-102	555
Pa.Atlan.	68	1583	-9	5
Colum.Riv.	7	187	0	16
Suez.Med.	61	2006	-3	369
Pa.Pac.	49	1652	-69	-248
ZJK	71	2448	19	-466

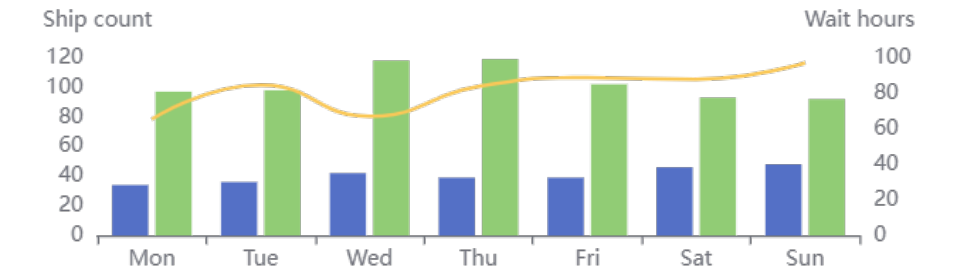
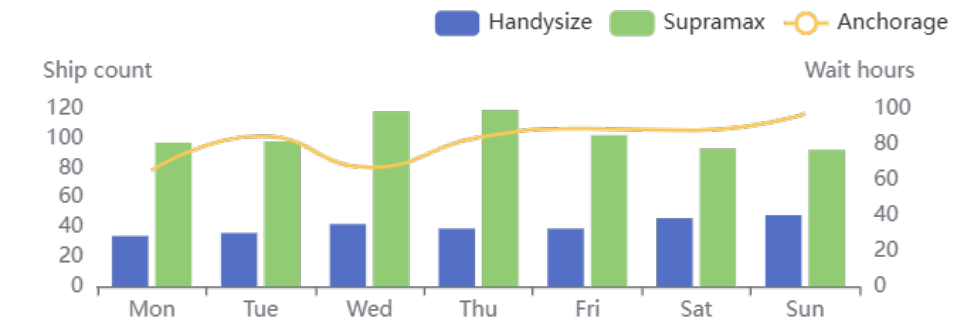


(P.N-Present Number; M.N.-Month Number; WoW-Week on Week; MoM-Month on Month)

最近一周中国区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of China

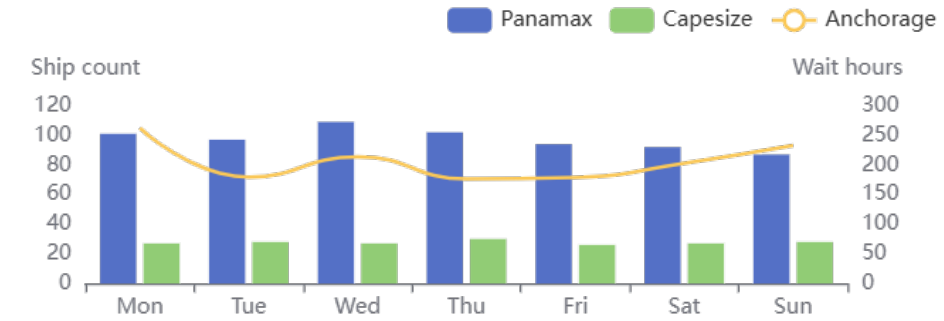
Type	M	T	W	Th	F	Sat	Sun
HDY	34	36	42	39	39	46	48
SMX	97	98	118	119	102	93	92
WT.h.	65.4	84.7	67	83.8	88.8	87.8	97



最近一周巴西区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Brazil

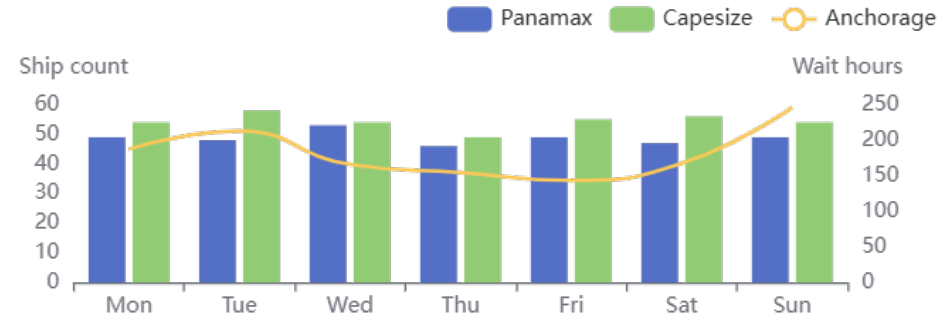
Type	M	T	W	Th	F	Sat	Sun
Pan.	101	97	109	102	94	92	87
Cap	27	28	27	30	26	27	28
WT.h.	262.2	179.4	213.85	176.4	178.8	202.8	233



最近一周澳大利亚区域好望角型和巴拿马型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Capesize and Panamax Num. and Waiting Time Information in Anchorages of Australia

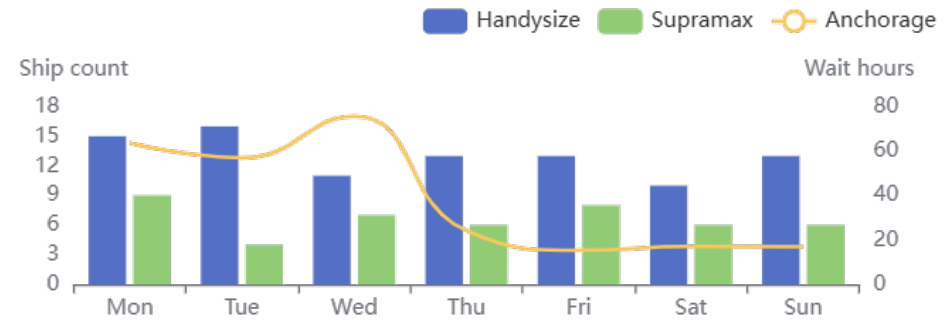
Type	M	T	W	Th	F	Sat	Sun
Pan.	49	48	53	46	49	47	49
Cap	54	58	54	49	55	56	54
WT.h.	187.3	213	165.8	154.5	143.4	167.4	246



最近一周黑海区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra & Handy Num. and Waiting Time Information in Anchorages of Black Sea

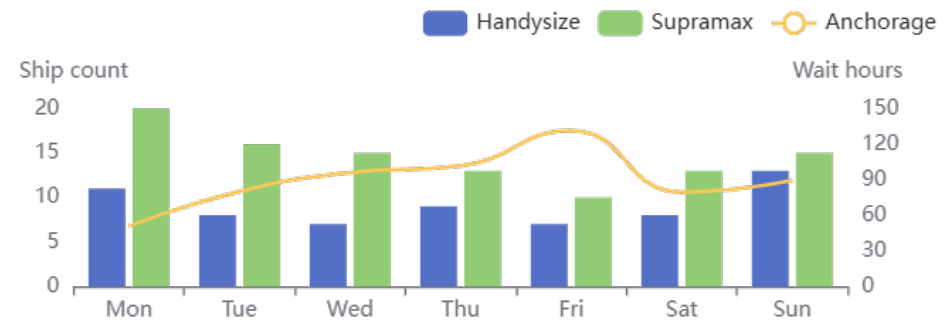
Type	M	T	W	Th	F	Sat	Sun
HDY	15	16	11	13	13	10	13
SMX	9	4	7	6	8	6	6
WT.h.	63.7	57	75.7	24.2	15.3	17.15	17



最近一周美湾区域超大灵便型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of US Gulf

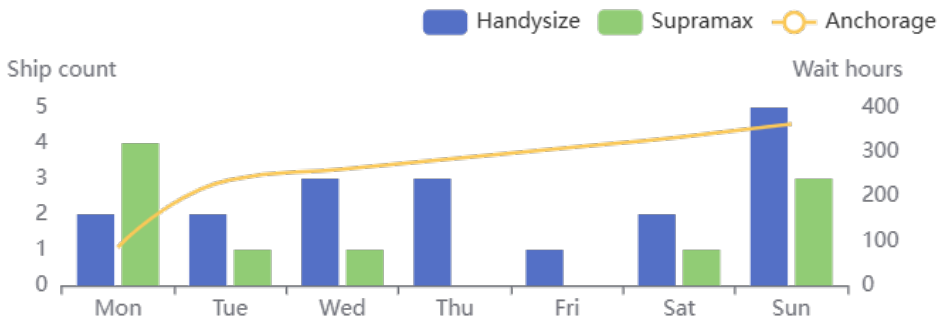
Type	M	T	W	Th	F	Sat	Sun
HDY	11	8	7	9	7	8	13
SMX	20	16	15	13	10	13	15
WT.h.	50.8	80.15	96	101.7	131.5	79.4	89.5



最近一周拉普拉特河区域超大型散货船和灵便型散货船舶锚泊数量和平均锚泊时长

Latest Week Update for Supra and Handy Num. and Waiting Time Information in Anchorages of Plate River

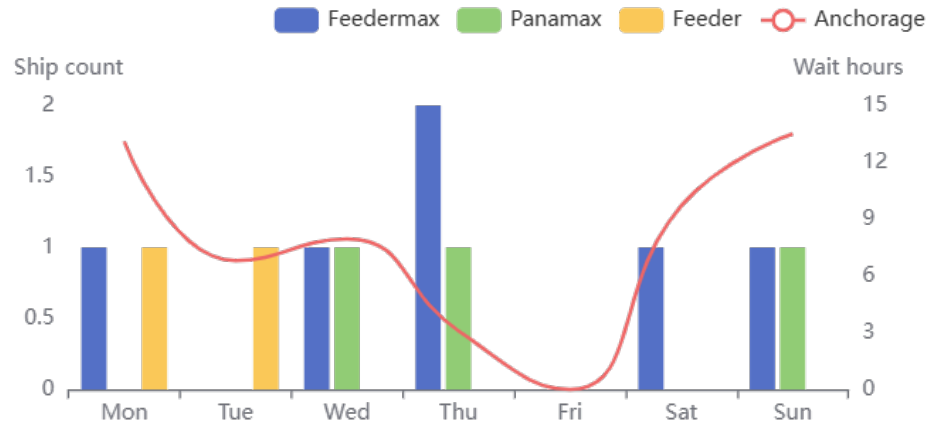
Type	M	T	W	Th	F	Sat	Sun
HDY	2	2	3	3	1	2	5
SMX	4	1	1	0	0	1	3
WT.h.	86.3	237.6	261.6	285.6	309.6	333.6	363



最近一周香港区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information on Anchorages of HongKong

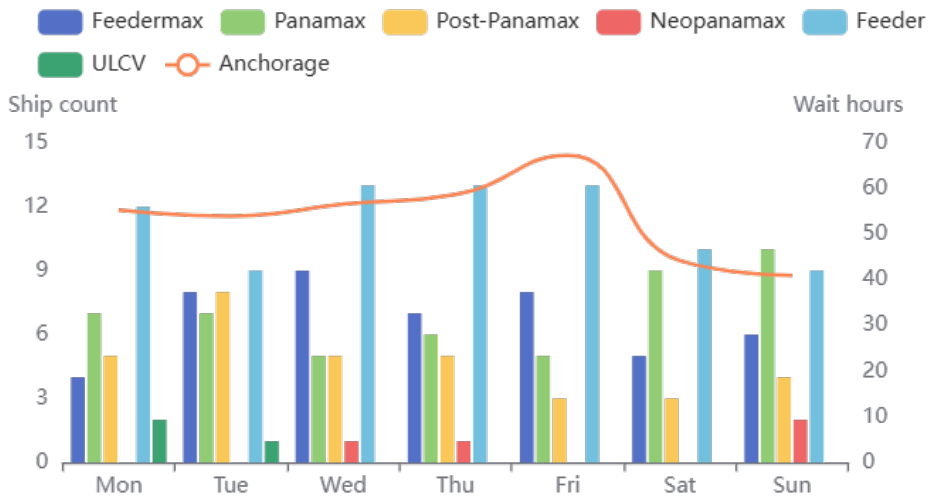
Type	M	T	W	Th	F	Sat	Sun
F.ma.	1	0	1	2	0	1	1
Pan.	0	0	1	1	0	0	1
PPx	0	0	0	0	0	0	0
NPx	0	0	0	0	0	0	0
Fd	1	1	0	0	0	0	0
WT.h.	13.1	6.8	7.95	3.1	0.0	9.7	13.5
Ulcw	0	0	0	0	0	0	0



最近一周上海区域集装箱船锚泊数量和平均等待时长

Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Shanghai

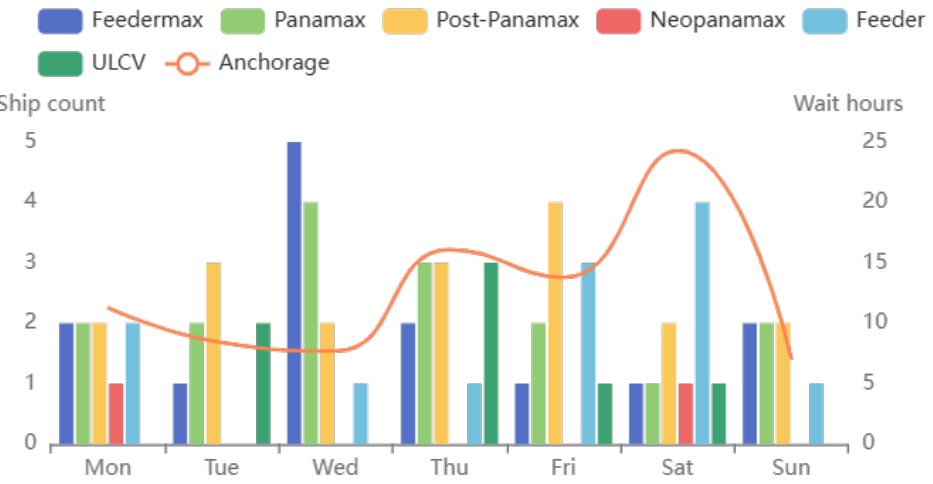
Type	M	T	W	Th	F	Sat	Sun
F.ma.	4	8	9	7	8	5	6
Pan.	7	7	5	6	5	9	10
PPx	5	8	5	5	3	3	4
NPx	0	0	1	1	0	0	2
Fd	12	9	13	13	13	10	9
Ulcw	2	1	0	0	0	0	0
WT.h.	55.3	54	56.6	58.7	67.3	44.2	41



最近一周新加坡区域集装箱船锚泊数量和平均锚泊时长

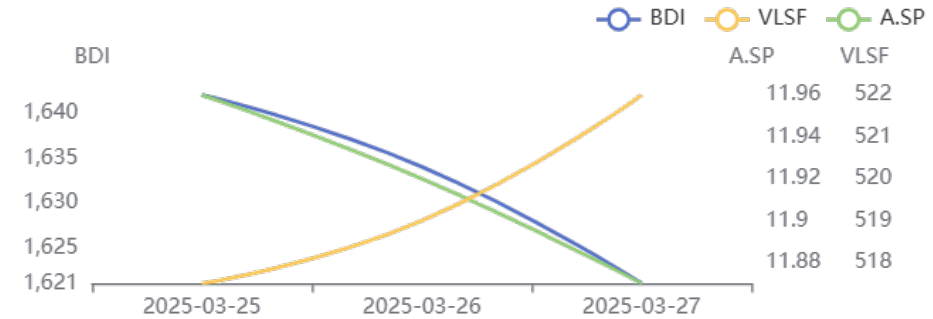
Latest Week Update for Container Vessels Num. and Waiting Time Information in Anchorages of Singapore

Type	M	T	W	Th	F	Sat	Sun
F.ma.	2	1	5	2	1	1	2
Pan.	2	2	4	3	2	1	2
PPx	2	3	2	3	4	2	2
NPx	1	0	0	0	0	1	0
Fd	2	0	1	1	3	4	1
Ulcw	0	2	0	3	1	1	0
WT.h.	11.3	8.4	7.7	16.1	13.8	24.3	7



最近一周空载散货船平均航速Latest Weekly Average Speed for Bulkers during Ballast Voyage

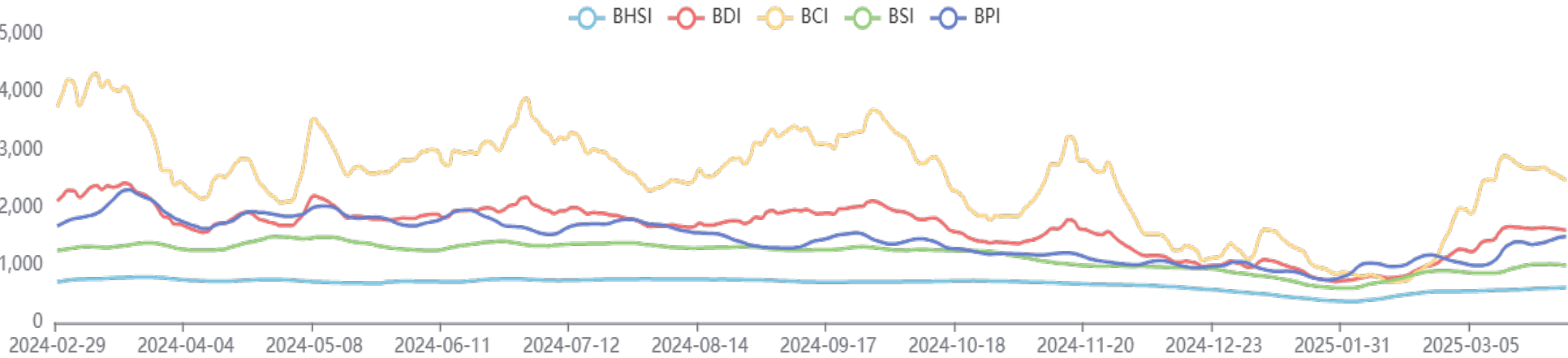
Type	M	T	W	Th	F	Sat	Sun
BDI	1389	1423	1456	1484			
VLSF	517.50	519.00	522.00				
A.SP	11.89	11.96	11.92	11.87	11.87	11.86	



第三部分 航运市场 SHIPPING MARKET

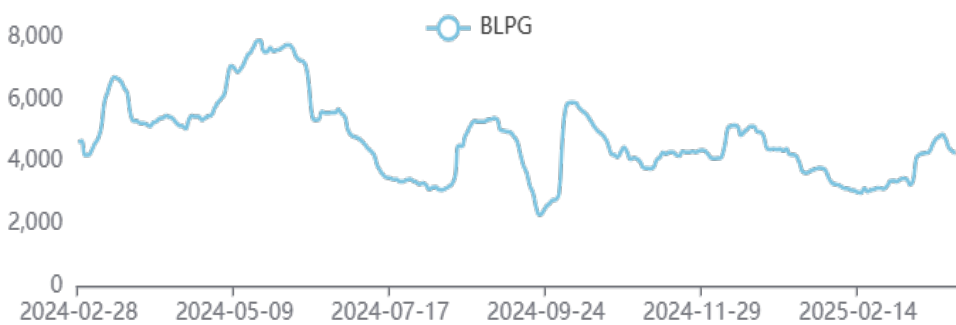
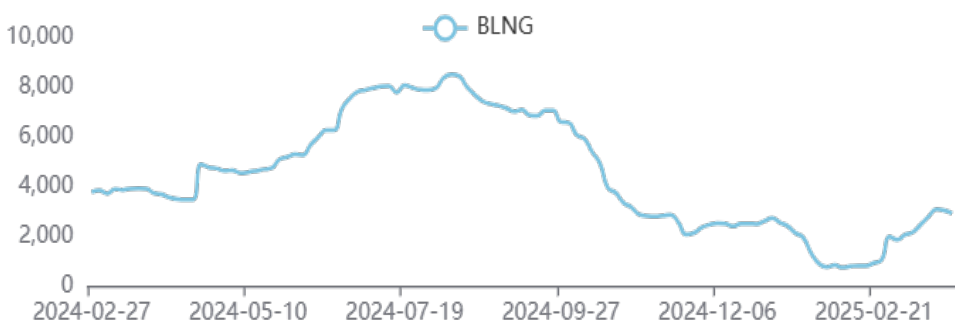
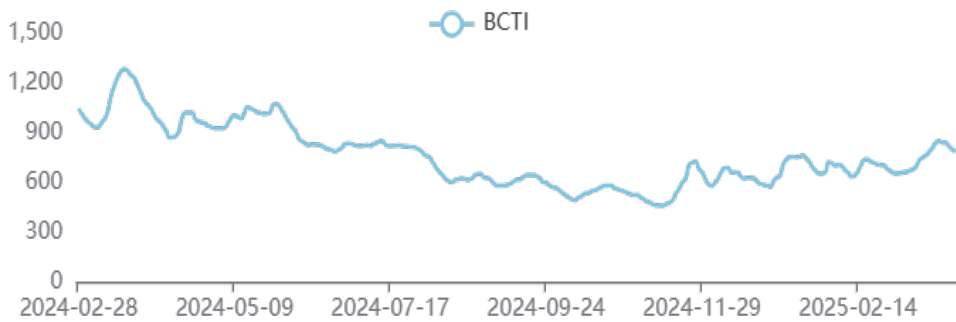
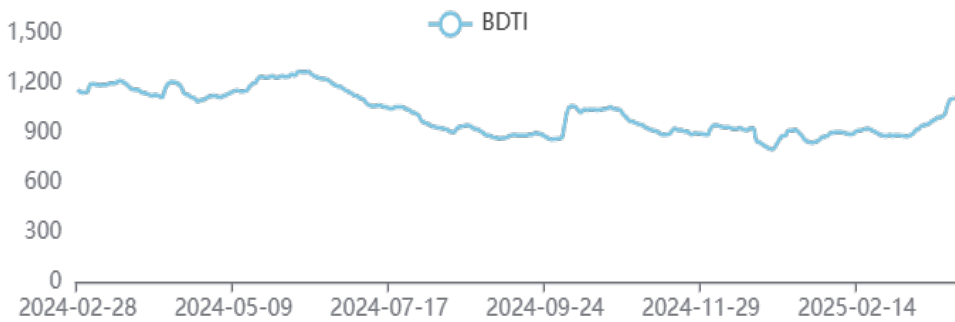
波罗的海干散货指数Baltic Dry Index

Type	PI	WoW	W%	M%	y%
BDI	1602	-41.0	-2.5	30.35	-12.03
BCI	2472	-204.0	-7.62	35.97	-6.26
BPI	1497	122.0	8.87	40.83	-20.33
BSI	995	-17.0	-1.68	11.17	-25.24
BHSI	614	18.0	3.02	12.25	-20.47

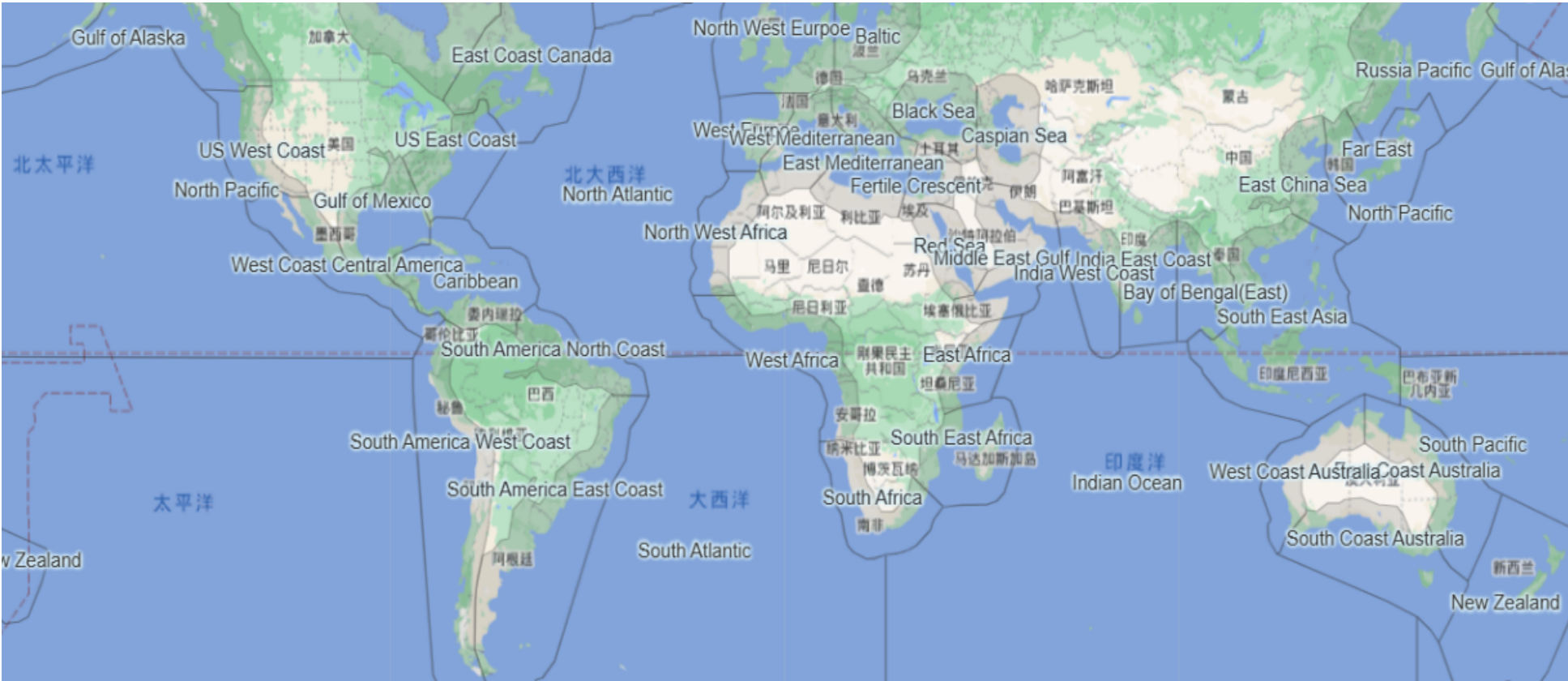


能源运价指数Energy Shipping Index

Type	PI	WoW	W%	M%	y%
BDTI	1105	115.0	11.62	24.86	-2.81
BCTI	789	-59.0	-6.96	17.76	-26.4
BLNG	2910	-173.0	-5.61	47.19	-21.86
BLPG	4271	-520.0	-10.85	26.92	-17.71



第四部分 运力分布 SUPPLY DISTRIBUTION

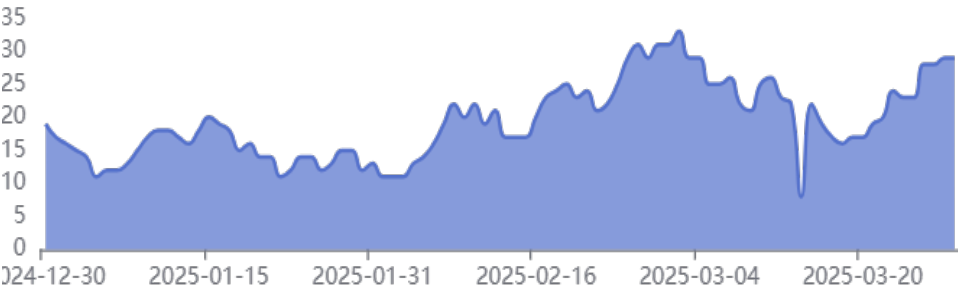


好望角型散货船 Capesize

区域：巴西，最近一周好望角型散货船准备装货船舶数量

Area: Brazil, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	24	23	23	28	28	29	29



区域：南非，最近一周好望角型散货船准备装货船舶数量

Area: South Africa, The latest week update number for Capesize with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Cape	45	48	45	45	33	28	29

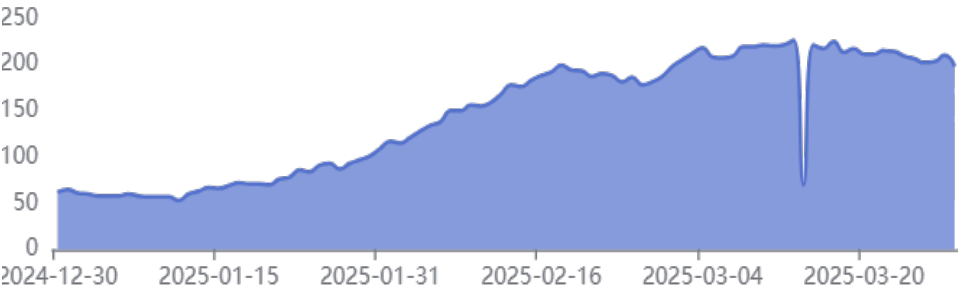


巴拿马型散货船 PANAMAX

区域：南美北部和东部。最近一周巴拿马型散货船准备装货船舶数量。

Area: South America. The latest week update number for Panamax with cargo loading intention.

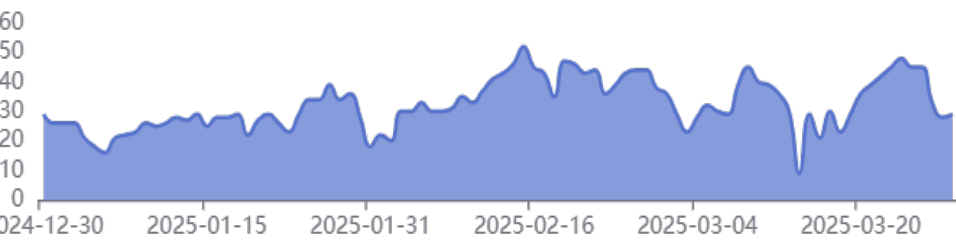
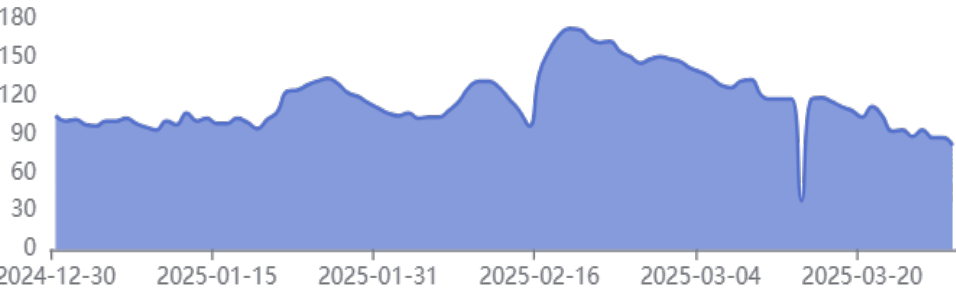
Type	M	T	W	Th	F	Sat	Sun
Pan.	214	209	206	202	203	210	198



区域：澳大利亚。最近一周好望角型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Capesize with cargo loading intention.

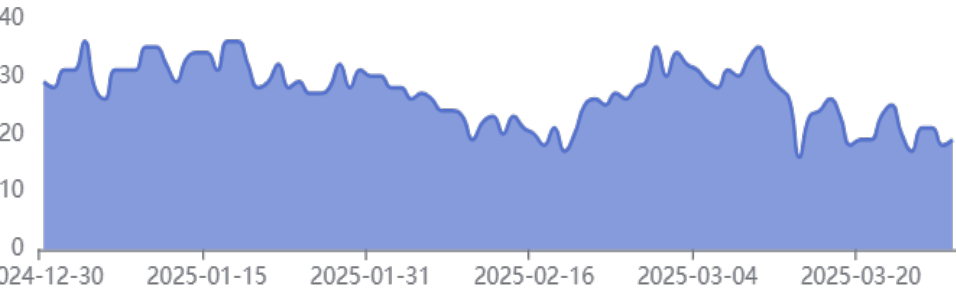
Type	M	T	W	Th	F	Sat	Sun
Cape	92	93	88	93	87	87	81



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

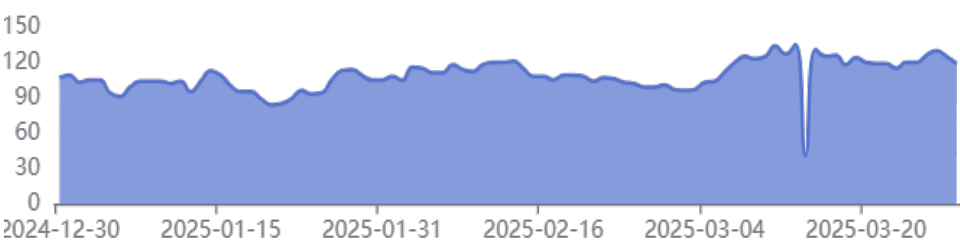
Type	M	T	W	Th	F	Sat	Sun
Pan.	9	12	11	12	13	10	10



区域：澳大利亚。最近一周巴拿马型散货船准备装货船舶数量。

Area: Australia. The latest week update number for Panamax with cargo loading intention.

Type	M	T	W	Th	F	Sat	Sun
Pan.	115	120	120	126	130	125	119

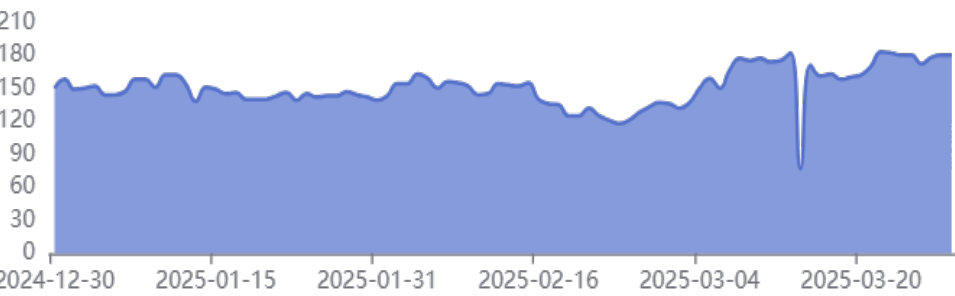


超大灵便型散货 SUPRAMAX

区域：北中国。最近一周超大灵便型散货船准备装货船舶数量。

Area: North China. The latest week update number for Supramax with cargo loading intention.

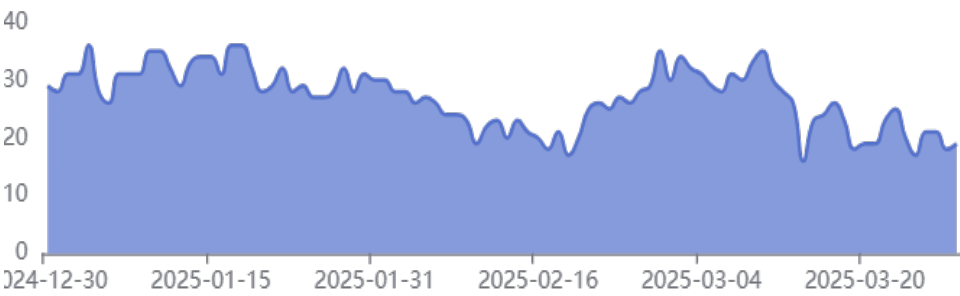
Type	M	T	W	Th	F	Sat	Sun
SMX	182	180	180	172	178	180	180



区域：黑海。最近一周巴拿马型散货船准备装货船舶数量。

Area: Black Sea. The latest week update number for Panamax with cargo loading intention.

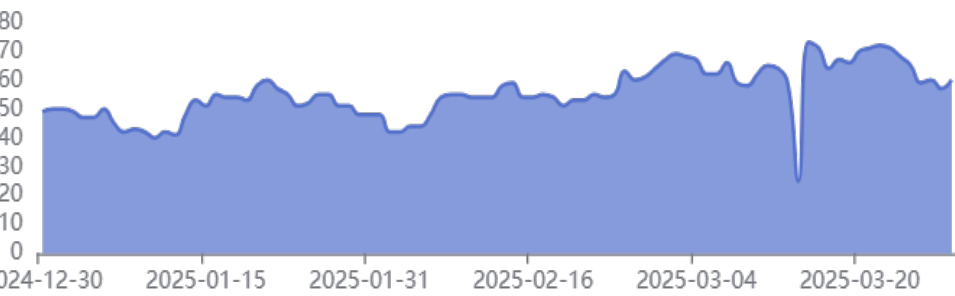
Type	M	T	W	Th	F	Sat	Sun
SMX	25	20	17	21	21	18	19



区域：美湾。最近一周超大灵便型散货船准备装货船舶数量。

Area: US Gulf. The latest week update number for Supramax with cargo loading intention.

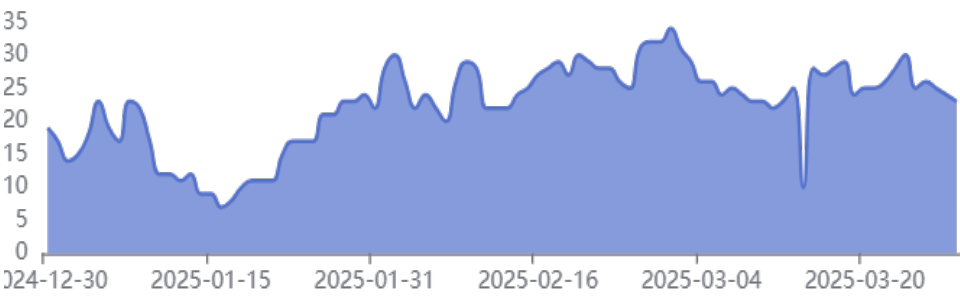
Type	M	T	W	Th	F	Sat	Sun
SMX	28	30	25	26	25	24	23



区域：南美的北部和东部。最近一周超大灵便型散货船准备装货船舶数量。

Area: South America. The latest week update number for Supramax with cargo loading intention.

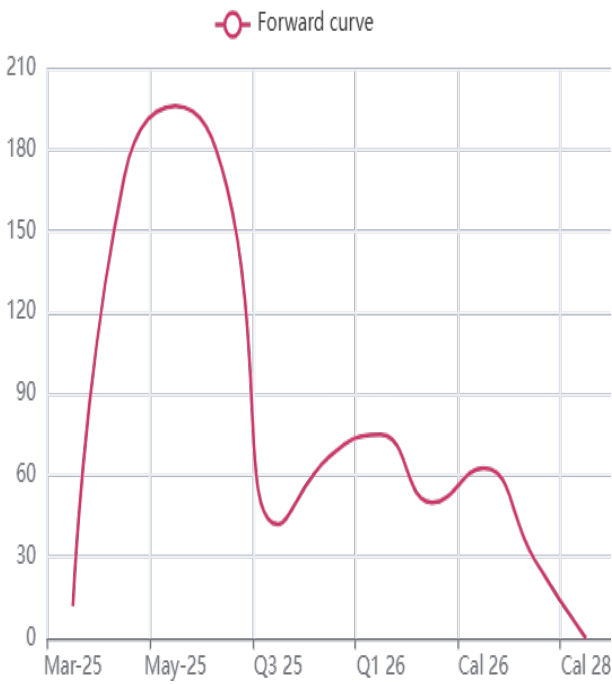
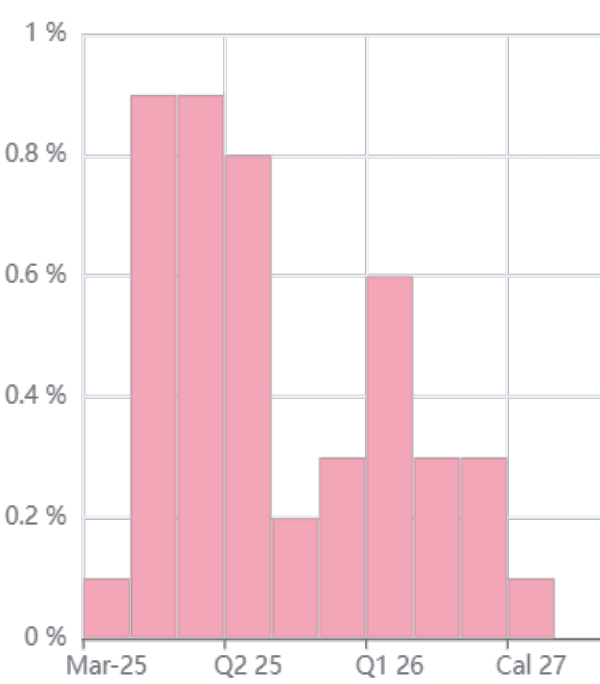
Type	M	T	W	Th	F	Sat	Sun
SMX	71	68	65	59	60	57	60



第五部分 远期运价协议 FFA

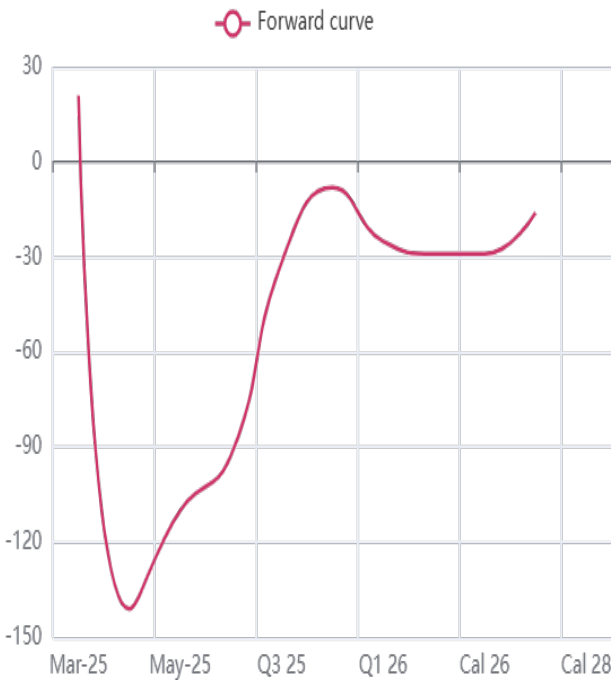
好望角型散货船Capesize

5TC	\$/day	WoW	
Mar-25	20,833.00	12.0	0.1 %
Apr-25	19,508.00	170.0	0.9 %
May-25	21,092.00	196.0	0.9 %
Q2 25	20,757.00	166.33	0.8 %
Q3 25	21,828.00	42.0	0.2 %
Q4 25	22,400.00	67.0	0.3 %
Q1 26	12,858.00	75.0	0.6 %
Q2 26	18,792.00	50.0	0.3 %
Cal 26	19,363.00	62.75	0.3 %
Cal 27	19,725.00	29.0	0.1 %
Cal 28	19,388.00	0.0	0.0 %



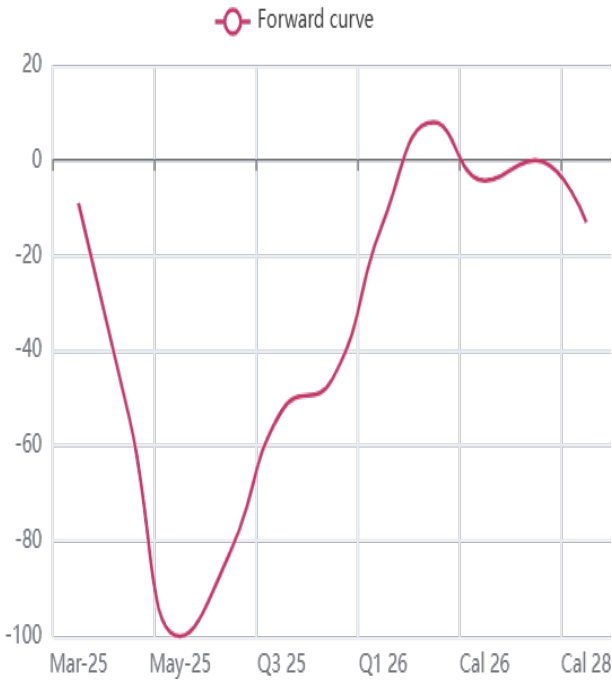
巴拿马型散货船Panamax

4TC	\$/day	WoW	
Mar-25	9,988.00	21.0	0.2 %
Apr-25	11,888.00	-141.0	-1.2 %
May-25	11,871.00	-110.0	-0.9 %
Q2 25	11,829.33	-92.67	-0.8 %
Q3 25	11,643.00	-31.67	-0.3 %
Q4 25	11,000.00	-8.0	-0.1 %
Q1 26	9,492.00	-25.0	-0.3 %
Q2 26	11,354.00	-29.0	-0.3 %
Cal 26	10,550.00	-29.0	-0.3 %
Cal 27	10,692.00	-16.0	-0.1 %
Cal 28	-	-	-



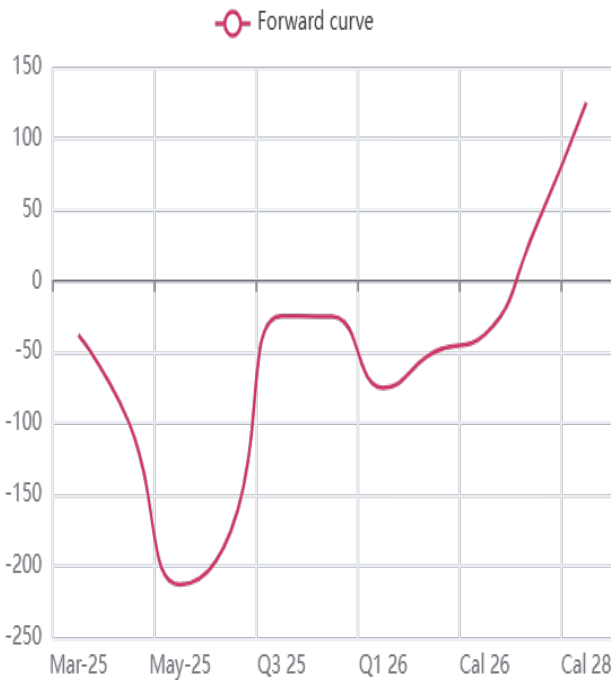
超大灵便型散货船Supramax

10TC	\$/day	WoW	
Mar-25	9,877.00	-9.0	-0.1 %
Apr-25	10,879.00	-54.0	-0.5 %
May-25	11,242.00	-100.0	-0.9 %
Q2 25	11,201.33	-82.0	-0.7 %
Q3 25	11,494.33	-52.67	-0.5 %
Q4 25	10,929.00	-46.0	-0.4 %
Q1 26	9,475.00	-13.0	-0.1 %
Q2 26	10,979.00	8.0	0.1 %
10,654.00	Cal 26	-4.25	0.0 %
Cal 27	10,838.00	0.0	0.0 %
Cal 28	11,075.00	-13.0	-0.1 %



灵便型散货船Handysize

7TC	\$/day	WoW	
Mar-25	10,350.00	-38.0	-0.4 %
Apr-25	11,100.00	-100.0	-0.9 %
May-25	11,100.00	-213.0	-1.9 %
Q2 25	11,100.00	-175.33	-1.6 %
Q3 25	11,338.00	-24.67	-0.2 %
Q4 25	10,975.00	-25.0	-0.2 %
Q1 26	9,163.00	-75.0	-75.0
Q2 26	10,650.00	-50.0	-0.5 %
Cal 26	10,375.25	-37.75	-0.4 %
Cal 27	10,775.00	37.0	0.3 %
Cal 28	10,825.00	125.0	1.2 %



第六部分 燃油价格 BUNKER PRICE

MP	LO	HO	MO	SP	WoW	W%	M%
zhoushan	514.0	472.5	677.5	41.5	7.5	22.06	-13.54
Singapore	519.5	467.0	647.0	52.5	13.0	32.91	-14.63
Rotterdam	496.5	455.5	640.5	41.0	-12.0	-22.64	-41.43
Fujairah	530.0	437.5	672.0	92.5	-8.5	-8.42	-7.96
Houston	515.0	463.5	743.5	51.5	-36.0	-41.14	-33.97

(MP-Bunkering Main Ports; LO-Heavy Low Sulphur Fuel Oil; HO-Heavy Hight Sulphur Fuel Oil; MO-MGO; SP-Spread;)



第七部分 最新商品价格 LATEST COMMODITIES PRICE

Grains and Oilseeds	Index		+/-	Weekly	Monthly	YTD
Wheat	204.0		1.0	0.49	-1.45	2.51
Maize	234.0		3.0	1.3	-3.31	18.18
Soybeans	204.0		0.0	0.0	-0.49	-9.33
Rice	180.0		0.0	0.0	-1.64	-28.29
Barley	234.0		-1.0	-0.43	0.43	13.04
Energy	Index		+/-	Weekly	Monthly	YTD
Crude Oil	USD/Bbl	69.31	1.37	2.02	-2.15	-15.51
Brent	USD/Bbl	73.21	1.73	2.42	-2.32	-15.64
Natural Gas	USD/MMBtu	3.94	-0.1	-2.48	-1.25	116.48
Gasoline	USD/Gal	2.21	0.02	0.91	8.87	-19.64
Heating Oil	USD/Gal	2.26	0.04	1.8	-7.76	-15.36
Ethanol	USD/Gal	1.8	0.04	2.27	-0.55	13.21
Naphtha	USD/T	609.64	1.34	0.22	-6.86	-14.26
Propane	USD/Gal	0.88	0.02	2.33	-3.3	7.32
Uranium	USD/Lbs	64.55	0.75	1.18	-0.23	-24.06
Methanol	CNY/T	2669.0	49.0	1.87	3.29	5.87
TTF Gas	EUR/MWh	42.16	0.94	2.28	-9.45	51.38
UK Gas	GBp/thm	102.4	1.78	1.77	-7.96	43.02
Industrial	Index		+/-	Weekly	Monthly	YTD
Copper	USD/Lbs	5.09	0.14	2.83	13.36	27.25
Coal	USD/T	96.9	-1.85	-1.87	-5.23	-24.85
Steel	CNY/T	3204.0	-13.0	-0.4	-2.88	-9.72
Iron Ore	USD/T	102.21	-0.11	-0.11	-4.65	-7.5
Aluminum	USD/T	2614.25	-76.25	-2.83	-0.98	12.44
Lithium	CNY/T	74100.0	-800.0	-1.07	-2.37	N/A
Metals	Index		+/-	Weekly	Monthly	YTD
Gold	USD/t.oz	3013.29	1.26	0.04	2.54	38.21
Silver	USD/t.oz	33.1	-0.82	-2.42	2.45	34.55
Platium	null	964.6	-61.6	-6.0	0.57	N/A
Currencies	Index		+/-	Weekly	Monthly	YTD
EUR/USD	1.08		-0.01	-0.92	2.86	0.0
USD/CNY	7.27		0.04	0.55	0.14	0.28

第八部分 本周话题 WEEKLY TOPIC



地中海硫氧化物和颗粒物排放控制将于今年5月1日正式执行

根据国际海事组织环保会MEPC第79次会议通过的决议，地中海海域被正式划定为硫氧化物（SO_x）和颗粒物（PM）排放控制区（SECA）。修正案于2024年5月1日生效，执行时间根据MARPOL公约的默认程序，在通过后16个月（即2025年5月1日）正式实施。地中海SECA的设立旨在将区域内船舶燃油硫含量限制从全球标准的0.50%降至0.10%，以减少空气污染和健康危害。MARPOL附则VI核心修正内容新增地中海为硫氧化物（SO_x）排放控制区（SECA），要求船舶在该区域内使用硫含量≤0.10%的燃油，或等效减排措施（如使用洗涤器）。同时颗粒物（Particulate Matters）排放同步纳入颗粒物排放控制，或采用与SO_x等效的技术或燃料（如LNG、氢燃料）。船舶需在IAPP证书（国际空气污染防止证书）中标注SECA适用性，并提交EGCS（废气清洗系统）技术文件至船旗国审批。

地中海区域覆盖地中海全海域，包括地中海沿岸国领海、专属经济区及国际水域，西起直布罗陀海峡（经度5°36'W），东到土耳其达达尼尔海峡（经度26°11'E），北至意大利、法国、克罗地亚等南欧国家海岸线，南到北非国家（利比亚、突尼斯、阿尔及利亚）海岸线，不涵盖黑海及苏伊士运河以南的红海区域。

所有400总吨及以上的国际航行船舶（含客船、集装箱船、油轮、散货船等）需遵照执行。除外国籍船舶有军用船舶、非商业用途政府船舶，或遇险或紧急避难的船舶（需事后向港口国提交书面说明），或经IMO批准的试点项目船舶（如氨燃料试验船）。

船舶在SECA内必须使用硫含量≤0.10%的VLSFO（极低硫燃油）或MGO（船用轻柴油）；允许使用LNG、甲醇等替代燃料，但需满足《IGF规则》安全要求；安装开环、闭环或混合式洗涤器的船舶，需确保排放水符合MEPC.259(68)标准（pH≥6.5，浊度≤25 FNU）。船舶进入SECA前需完成燃油切换，并记录切换时间、位置及油舱存量于《油类记录簿》（ORB Part I）；切换操作需在进入SECA前至少4小时完成，以确保燃油系统充分清洁。船舶有更新IAPP证书，注明SECA适用性，保留燃油交付单（BDN）及代表性样本至少3年，样本需标注硫含量≤0.10%；装有洗涤器船舶需持有《EGCS符合证明》及月度排放监测记录。

船员一般做好SECA边界识别与电子海图（ECDIS）区域预警提醒；做好燃油切换操作、洗涤器启停流程及故障应对预案（如洗涤器停机后需在1小时内切换合规燃油）；排放数据记录与报告规范（如欧盟MRV机制）。船舶需有对应的应急预案，包含制定设备故障、燃油供应中断等场景的应对措施，并存在与对应区域燃油供应商签订的应急供油协议。

According to the resolution adopted at the 79th meeting of the IMO Environmental Committee MEPC, the Mediterranean Sea is officially designated as a Sulphur oxide (SO_x) and Particulate Matter (PM) Emission Control Area (SECA). The amendment to be adopted on 1 May 2024 and to be implemented 16 months after its adoption (i.e. 1 May 2025) in accordance with the default procedure of the MARPOL Convention. Mediterranean SECA was established to reduce the sulphur content limit of Marine fuel oil in the region from 0.50% to 0.10% of the global standard, in order to reduce air pollution and health hazards.

The core amendment to MARPOL Annex VI adds the Mediterranean Sea as a Sulphur Oxide Emission Control Area (SO_x), requiring ships to use fuel oil with a sulphur content of 0.10% or less, or equivalent emission reduction measures (such as the use of scrubbers) within this area. At the same time, Particulate Matter emissions are included in the particulate matter emission control at the same time, or technology or fuel equivalent to SO_x (such as LNG, hydrogen fuel) is adopted. Ships are required to mark the suitability of SECA on the IAPP Certificate (International Air Pollution Prevention Certificate) and submit the EGCS (Exhaust Gas Cleaning System) technical document to the flag State for approval.

The Mediterranean Area covers the entire Mediterranean Sea, including the territorial seas, exclusive economic zones and international waters of the Mediterranean littoral states, from the Strait of Gibraltar (longitude 5°36'W) in the west, to the Dardanelles Strait in Turkey (longitude 26°11'E) in the east, and to the coastlines of Italy, France, Croatia and other southern European countries in the north. South to the coastlines of North African countries (Libya, Tunisia, Algeria), excluding the Black Sea and the Red Sea south of the Suez Canal.

All international vessels of 400 gross tonnage and above (including passenger ships, container ships, oil tankers, bulk carriers, etc.) are subject to the implementation. The exceptions are military vessels, non-commercial government vessels, or ships in distress or emergency refuge (which require written instructions to the port State afterwards), or ships in pilot projects approved by the IMO (such as ammonia fuel test ships).

Ships must use VLSFO (very low sulfur fuel oil) or MGO (Marine light diesel oil) with sulfur content ≤0.10% in SECA; The use of alternative fuels such as LNG and methanol is permitted, provided that the safety requirements of the IGF Code are met; Ships with open, closed or hybrid scrubbers must ensure that discharge water complies with MEPC.259(68) (pH≥6.5, turbidity ≤25 FNU). Before entering SECA, the ship shall complete the fuel switching and record the switching time, position and tank stock in ORB Part I; The switching operation must be completed at least 4 hours before entering SECA to ensure that the fuel system is fully clean. The ship has updated IAPP certificate, indicating the suitability of SECA, and retains the BDN and representative samples for at least 3 years, and the sample should be marked with sulfur content ≤0.10%; Ships fitted with scrubbers are required to hold an EGCS Certificate of Conformity and monthly emissions monitoring record.

Seafarers generally do SECA boundary identification and electronic chart (ECDIS) area warning and reminder; Make fuel switching operation, scrubber start and stop process and fault response plan (such as the scrubber needs to switch the compliant fuel within 1 hour after shutdown); Emission data recording and reporting standards (e.g. the EU MRV mechanism). The ship shall have the corresponding emergency plan, including the formulation of countermeasures for equipment failure, fuel supply interruption and other scenarios, and there is an emergency fuel supply agreement signed with the fuel supplier in the corresponding area.

刘红太