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Terminology for new energy powered ships

新能源动力船舶术语

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Foreword

This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part

1.Structure and Drafting Rules of Standardization Documents". Drafting. Please note that some content in this document may involve patents. The issuing organization of this document assumes no responsibility for identifying patents. This document was proposed and is under the jurisdiction of the National Technical Committee on Standardization of Marine Ships (SAC/TC12). This document was drafted by: China State Shipbuilding Corporation Limited Comprehensive Technology and Economic Research Institute, and Shanghai Ship and Transportation Research Institute Co., Ltd. Company, Wuhan Marine Electric Propulsion Equipment Research Institute, Shanghai Rules and Regulations Research Institute of China Classification Society, Shanghai Ship Research and Design Institute, Wuhan Branch of China Classification Society Standards Research Institute, Water Transport Research Institute of the Ministry of Transport, China Merchants Industry Group Yangzhou Dingheng Shipbuilding Co., Ltd., CATL Electric Ship Technology Limited Liability Company, Shanghai Marine Diesel Engine Research Institute, CATL (Contemporary Amperex Technology Co., Limited), Beijing CATARC (China Automotive Technology & Research Center Co., Ltd.) The main drafters of this document are. Liu Wei, Cheng Nan, Li Heng, Wang Zhen, Zhang Yanfei, Niu Song, Weng Shuang, Huang Zhaoxia, Xiong Dengpan, Guo Ya, Li Kun, and Yan Ping. Zhang Li, Weng Kangqiang, Jian Yanjun, Ma Quanlin, Wang Lipeng, Liang Gang, Li Jiale, Wang Fei, Zhu Bing, Ju Fei, Gao Yuling, Huang Zhenping. Terminology for New Energy Powered Ships

1 Scope

GB/T 47353-2026 is the Chinese national standard covering the vocabulary of ships powered by something other than fuel oil - battery electric, hybrid, LNG, methanol,

ammonia, hydrogen and fuel cell propulsion, with the terms for the systems, the fuels and their handling. First edition, 17,000 words, in force since 1 October 2026, and it is the reference for the marine methanol and LNG standards published in the same period. It was issued on 31 March 2026 and takes effect on 1 October 2026, as a first edition. The document is under the responsibility of the Standardization Administration of China. This page is published from the official record of the 2026 edition; the clause text of a standard this recent is not yet in circulation, and the figures, limits and tables it contains are those of the document itself, delivered in full with the English translation.

This document defines the terminology and definitions for new energy-powered ships. This document applies to the research, design, technological application, testing, operation, and maintenance of new energy-powered ships.

2 Normative references

This document has no normative references.

3 General Terminology

3.1 Ships that primarily use clean and renewable energy sources, partially or completely replacing traditional fossil fuels as their power source. Note

1.Clean and renewable energy typically includes electricity (from batteries, fuel cells), liquefied natural gas (LNG), methanol, hydrogen, ammonia, biofuels, and wind power. Solar energy, nuclear energy, or combinations thereof. Note

2.Based on the form of energy storage and utilization, ships are divided into pure battery-powered ships, fuel cell-powered ships, and internal combustion engine-powered ships using low-carbon/zero-carbon fuels. Hybrid power ships and ships that directly utilize renewable energy for auxiliary propulsion, etc.

3.2 Ships that use lithium-ion batteries and/or energy-type supercapacitors as their entire power source.

3.3 fuel cell powered ships Ships powered by fuel cells.

3.4 It uses an internal combustion engine as its propulsion power source and low-carbon or zero-carbon fuels (such as methanol, ammonia, biofuels, etc.) as its main or sole source of power. Fuel-powered ships.

3.5 Dual-fuel ships Ships that use two different fuels, with a fuel substitution rate of more than 50%, and the alternative fuels can provide power by burning them independently or in combination.

3.6 wind-assisted ships Equipped with wind energy capture and propulsion devices, it utilizes wind energy to provide auxiliary thrust for the main propulsion system, thereby

reducing the main engine load and fuel consumption. Ships.

3.7 Solar-powered ships Using solar radiation as the primary or secondary propulsion power source, solar energy is converted into electrical energy through a photovoltaic system and stored in the ship's energy storage system. The system refers to the ship used to drive the ship's propulsion system, ship's electrical grid, and shipboard equipment.

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