Shanghai Highwoods Ship Co., Ltd.

Regulation of emergency preparedness and response on ship pollution in People's Republic of China

Article 1. The Regulations was formulated in accordance with the provisions of the Regulations of the People's Republic of China on Administration of Prevention and Control of Marine Environment Pollution from Ships for the purpose of effectively implementing on oil spill response ability, Pollution control, Loss reduction and less the consequent from sea environment pollution caused by ships' incident.

Article 2. Emergency preparedness and response of sea environment pollution from ship shall be applicable to the preventing pollution of the marine environment from ships and their related activities in the waters under the jurisdiction of the People's Republic of China.

A ship has a pollution incident in the waters outside the jurisdiction of the People's Republic of China, which causes or may cause pollution in the waters under the jurisdiction of the People's Republic of China, which is applicable to this regulation.

The term "emergency response" refers to the response action taken to control, mitigate and eliminate the marine environmental pollution damage caused (or possibly caused) by the pollution from ship pollution incident. "Emergency preparedness" refers to the preparatory work taken in advance for the effective development of emergency response.

Article 3. Ministry of Transportation is managing Emergency preparedness and response on prevention pollution from ships' and their related activities for the whole country.

Article 4. Emergency preparedness and response of marine environment caused by ships and their related activities should follow the principles of unified leadership, comprehensive coordination, classification responsibility, territorial management and responsibility sharing.

Article 13 The unit of ship pollutant response (SPRO) refers to the unit that has the ability of cleanup ship pollution and provides emergency preparedness and response services to ships.

According to the difference between the service territory and the pollution cleanup ability, SPROs are divided into four levels from high to low.

(i)Level I SPRO with abilities provides ships with emergency services for oil spill and leakage incidents of other liquid pollutant in bulk from ships under the jurisdiction of P.R of China（EEZ）.
(ii) Level II SPRO with abilities provides ships with oil spill a and leakage incidents of other liquid pollutant in bulk from ships under the jurisdiction of P.R of China but limited to 20 nautical miles from the shore.

(iii) Level III SPRO with abilities provides ships with emergency oil spill response services but limited in the port waters.

(iv) Level IV SPRO with abilities provides ships with emergency oil spill response services but limited to one of the operational terminals, docks, independent wharves in the port waters.

Article 14 Units engaged in ship pollution response shall be subject to supervision and inspection by the maritime safety administrative (MSA).

(i) SPRO abilities as per requirements on emergency decontamination capacity of SPRO;

(ii) Emergency Response Plan meets the requirements of the prevention and control of marine environment pollution by ships and its related activities.

(iii) The pollutant treatment scheme complies with the relevant national regulations on pollution prevention and control

Article 15 SPROs shall publicly share listed information and report to MSA branches in charge of the respective territory.

(i) SPRO ability (levels)

(ii) Pollution cleanup plan

(iii) Pollutant treatment plan

(iv) Facilities, equipment and emergency personnel

In case of any change in cleanup ability and service area of a SPRO, the change shall be publicly announced in a timely manner and submitted to MSA in the respective territory.

Chapter IV Signing of the ship pollution response agreement (SPRO agreement)

Article 16 The operator of a ship carrying oil in bulk shall, prior to ship entering into a port or cargo handling, ship-to-ship (STS) operation outside a port, conclude an agreement with a qualified ship pollution response organization (SRPO) in accordance with the following requirements:

(i) The operator managing a ship whose gross tonnage (GT) in not higher than 600, navigating or operating area is limited to the port waters, shall conclude an agreement with a qualified Level-4 SPRO or higher level SPRO

(ii) The operator managing a ship whose GT is between 600 and 2,000, navigating or operating area is limited in port waters shall conclude an agreement with a qualified Level-3 SPRO or higher level SPRO.

(iii) The operator managing a ship whose GT is not less than 2,000, navigating or operating area is limited in port waters, or any of such size of ships arriving/departure at (from) a port of any of such size of ships engaged in STS operation shall conclude an agreement with a qualified Level-2 SPRO or higher level SPRO.

Article 17. The operator of a ship carrying liquid cargo in bulk with pollution hazard other than oil shall, prior to ship entering into a port, or cargo handling, STS operation outside a port, conclude an agreement with a qualified SPRO in accordance with the following requirements.

(i) The operator managing a ship engaged in cargo handling or STS operation within 20 nautical miles from shore shall conclude an agreement with a qualified Level-2 SPRO or higher level SPRO.
(ii) The operator managing a ship engaged in STS operation in the waters under the jurisdiction of China at a distance more than 20 nautical miles from shore shall conclude an agreement with a qualified Level-1 SPRO.

Article 18. The operator managing a non-tanker whose gross tonnage not less than 10,000 shall, prior to entering into a port, or cargo handling, STS operation outside a port, conclude an agreement with a qualified ship pollution response organization in accordance with the following requirements.

(i) The operator managing a non-tanker whose GT is between 10,000 and 20,000, ship entering into or leaving a port shall conclude an agreement with a qualified Level-4 SPRO or higher level SPRO.

(ii) The operator managing a non-tanker whose GT is between 20,000 and 30,000, ship entering into or leaving a port shall conclude an agreement with a qualified Level-3 SPRO or higher level SPRO.

(iii)The operator managing a non-tanker whose GT is not less than 30,000, ship engaged in cargo handling or STS operation in the waters under the jurisdiction of China, shall conclude an agreement with a qualified Level-2 SPRO or higher level SPRO.

Article 19 To sign an agreement with level I SPRO or Level II SPRO for specific ship operation shall be determined by the MSA as per the ship classification standard.

Article 20 The MSA shall formulate and publish a sample of the ship pollution clearance agreement, the ship operator and ship pollution response organization shall conclude an agreement in accordance with the sample agreement, which clarifies the rights and obligations of each party.

Article 21 The copy of the signed Agreement for Ship Pollution Response shall be kept onboard. SPRO agreement shall be submitted to MSA when handling the ship's entry and exit formalities or applying for ship activities.

When a ship finds a SPRO in violation of the provisions of the rules and regulations, or fails to perform the ship pollution response agreement, ship shall report to the respective MSA.

Chapter V Emergency Response

Article 22 If a ship is contaminated with a pollution incident or may cause the pollution to marine environment, the ship and the relevant operating units shall immediately deploy Emergency Response plan, report to MSA closest to the incident place in accordance with the requirements of the relevant provisions, notify the SPRO who signed the ship pollution response agreement with the ship operator, and control ,remove, cleanup the pollutant according to the emergency response plan.

Ship operator shall submit an operation termination application to MSA before physically terminating the cleanup operation. The cleanup operation can be terminated when the ship operator's application

is approved by the respective MSA.

Article 23 The SPRO shall tank an immediate action on pollution control and cleanup operations according to SPRO agreement, report the work of pollution control and cleanup to the MSA in a timely manner.

Article 24 Upon receiving a report on the marine pollution incident or potential pollution incident caused by the ship, the MSA shall immediately verify the situation and strengthen monitoring and surveillance. In case of a ship pollution incident, the MSA shall immediately organize the assessment of the grade of the ship pollution incident, report it in accordance with the requirements of the emergency plan.

Article 25 When ship pollution incident formed, Incident command center shall be set up as per the requirement of Rules and regulations. To meet the requirement of the class and characteristics of ship pollution incidents, Incident Command Center shall deploy Emergency Response plan. relevant response team shall take orders from Incident Command Center.

Article 26. Where an incident of ship pollution or sinking of a ship is likely to cause pollution of the sea areas under the jurisdiction of the people's Republic of China, the local people's government at or above the level of a city and MSA may, according to the needs of Emergency response, requisition the ships, facilities, equipment, apparatus and other materials of the relevant units and individuals. Relevant units and individuals shall cooperate.
The vessels, pollution prevention and control facilities, equipment and apparatus provided by the relevant units and individuals shall be in good condition, and the quality of the relevant materials shall meet the requirements of the relevant technical standards and specifications of the state.
The vessels, pollution prevention and control facilities, equipment, apparatus and other materials to be requisitioned shall be returned in a timely manner upon completion of use or emergency response. Compensation shall be made for the damage or loss of ships, pollution prevention and control facilities, equipment, apparatus and other materials after requisition.

Article 27 The MSA may organize and take necessary measures such as maritime traffic control, cleanup, salvage, towage, pilotage, escort, STS operation, underwater pumping, blasting and so on. The relevant expenses for the above measures shall be borne by the ships and related operation units that cause marine environmental pollution.
The ships that need to bear the expenses mentioned in the preceding paragraph shall pay the relevant expenses or provide corresponding financial guarantee before sailing. The financial guarantee specified in this article shall be issued by a domestic bank or domestic insurance institution.

Article 28 When the ship is in danger of sinking, before leaving the ship, the crew should take measures to prevent pollution from oil spill in accordance with the regulations, and try their best to close all vales of the cargo holds (cabinet), tanks (cabinet) pipes, and plug the cargo holds (cabinet) and the oil tanks (cabinet) air vents.
The owner, operator or manager of a ship shall report to MSA in a timely manner the nature, quantity, type and position of the fuel oil, dangerous pollutant goods and other pollutants on board, and take

or entrust a competent unit to take measures of pollution monitoring and control, and pump them out, salvage those when necessary.

Article 29. The ship shall evaluate the pollution cleanup action after the completion of the pollution cleanup operation, submit the evaluation report to the respective MSA. The evaluation report shall at least include the following contents:

(i) Incident overview and emergency response operations;
(ii) Usage of facilities, equipment and personnel
(iii) Types, quantity and treatment of recovered pollutants
(iv) Pollution damage review
(v) Modification of emergency Response plan for ship pollution if any.

The incident emergency command Center shall organize to evaluate the overall effect and pollution damage of the pollution cleanup operation after the completion of the pollution cleanup operation, revise the corresponding emergency response plan according to the evaluation results and actual needs.

Article 30 The MSA shall establish and improve the supervision and inspection system for the prevention and treatment of emergency preparedness and response of ship pollution, and carry out supervision and inspection on the prevention and control of ships' ability to prevent and control the pollution of ships and the operation of pollution cleanup operations, and record the situation of supervision and inspection. When carrying out supervision and inspection by MSA, relevant units and individuals shall assist and cooperate with them, and shall not refuse, obstruct or obstruct them.

Article 31 The MSA shall order to correct the violation of the provisions of the regulations of ship and its relevant operating units and individuals; refusing to make corrections, the MSA may order to stop the operation, force the unloading, prohibit the ship from entering the port, berthing, transit, or order to stop, change, leave, and sail to the designated area. place

Article 32 In violation of the provisions, If the ship does not formulate an emergency response plan for the prevention and control of a ship and its related activities to pollute the marine environment, or the emergency response plan has not been submitted to MSA for approval, a fine of less than 20 thousand yuan shall be imposed. The operators of the ports, wharfs and handling stations have not formulated emergency response plans for preventing and controlling ships and their related activities from polluting the marine environment, which shall be warned by the MSA or ordered to correct it in timely manner.

Article 33 In violation of the provisions, the ships and relevant operating units are not equipped with antifouling facilities, equipment, or the equipped antifouling facilities, equipment that do not comply with the relevant regulations and standards of the state, MSA shall give a warning or impose a fine of not less than 20 thousand yuan and not more than 100 thousand yuan.

Article 34 In violation of the provisions, in case of any of the following circumstances, the MSA shall impose a fine of not less than 10 thousand yuan but not more than 50 thousand yuan:

(i)The operators managing ships carrying hazardous liquids in bulk and other ships with gross tonnage exceeding 10 thousand tons did not sign the ship pollution cleanup agreement according to the provisions.
(ii)SPROs do not meet the relevant national technical standards for pollution cleanup operations.

Article 35 In violation of these Provisions, one of the following circumstances shall be fined by MSA at not less than 20 thousand yuan and not more than 100 thousand yuan. (

(i)After the sinking of the ship, the owner and operator of the ship did not report to the maritime administrative agency in a timely manner on the nature, quantity, type and location of the ship's fuel, polluted hazardous goods and other pollutants.
(ii)After the ship sank, its owners and operators did not take measures to clean up the ship's fuel, polluted dangerous goods and other pollutants.

Article 36 When marine pollution incident formed, late incident report or no incident report to MSA will lead fines:

(1) A fine to ship caused the incident: not less than 50 thousand yuan and not more than 250 thousand yuan.
(2) A fine to the direct supervisor and other direct responsible personnel: not less than 10 thousand yuan and not more than 50 thousand yuan.
(3) Punishment: If the direct supervisor or other direct responsible personnel is crew members, MSA will suspension the certificate of competency or other relevant certificates for 3 to 6 months.

When marine pollution incident formed, concealing or falsely reporting incidents will leads fines

(4) A fine to ship: not less than 250 thousand yuan and not more than 500 thousand yuan.
(5) A fine to the direct supervisor and other direct responsible personnel: not less than 50 thousand yuan and not more than 100 thousand yuan.
(6) Punishment: If the direct supervisor or other direct responsible personnel is crew members, MSA will revocation of competency certificate or other relevant certificates.

Ships and related operation units, whoever conceals or falsely reports accidents shall be fined not less than250 thousand and not more than 500 thousand yuan by MSA. For those directly in charge and other persons directly responsible, the maritime administrative agency shall be fined not less than 50 thousand yuan and not more than 100 thousand yuan. The persons directly in charge and other persons directly responsible shall belong to the crew members and be punished for revoking their certificates of competency or other related documents.

Article 37. When any ship pollution incident formed, if the ship or the relevant operation unit fails to deploy the emergency response plan immediately, MSA shall impose a fine of not less than 20000 yuan but not more than 100000 yuan to the ship, the relevant operation unit; MSA shall impose a fine of not less than 10000 yuan but not more than 20000 yuan to the person in charge and other persons directly responsible; If the direct person in charge and other persons directly responsible for the incident belong to the crew member, they shall also be punished with one to three months' suspension of the competency certificate or other competency certificate. Hire us

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Public Notice on Oil Fences or Oil Spill Response Agreements

Dear Ship owners/operators who may concern,

It is on this date 30th May 2019 that MSA China publicly notifies ship owners /operators that a List of Contaminated and Hazardous Bulk Liquids Goods (herein After Called The list) has been made. In accordance with the requirement of Article 41 of the Regulations of the People's Republic of China on the Prevention and Control of Marine Environmental Pollution by Ships and their Related activities on the coastal waters and the requirement of Article 27 of the Regulations of the People's Republic of China on the Prevention and Control of Marine Environmental Pollution by Ships on Inland Waters, ships carrying goods in the List, prior to cargo operation or STS operation at China wharfs, buoys, anchorages, have to Set up Oil Fences or sign Oil Spill Response Agreements **(Download from www.shorefacility.com).**

Ships carrying cargo in the List and vessels (Except for the use of clean energy such as LNG in main propulsion system) with gross tonnage above 10,000 carrying any cargo is not included in the list, before operation or prior to entering or leaving ports , shall sign an Oil Spill Response Agreements with **Oil Spill Response Organization** who can meet the technical requirement of the Nation in accordance with the requirement of Article 33 of the Regulations on the Prevention and Control of Marine Environmental Pollution by Ships.

A total of 263 goods are included in the List, including persistent oils (16 types) in bulk as listed in Annex I to the 1973 International Convention of the Prevention of Pollution from Ships, as amended by the 1978 Protocol, Bulk toxic liquid substances (247types) with specific gravity less than 1 (relative to water) and solubility less than 0.1% as per Chapters 17 and 18 of the International Rules and Regulations on ships' structure and equipment for transporting dangerous chemicals in bulk, and IMO Circular (MEPC.2/Circ.24) table 1 and 5.

	Persistent Oils in bulk
1	TRANSFORMER OIL
2	RESIDUAL FUEL OIL
3	DIESEL OIL（HEAVY）
4	SPINDLE OIL

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5	MIXTURES CONTAINING CRUDE OIL
6	MOTOR OIL
7	ROAD OIL
8	FUEL OIL NO.4
9	FUEL OIL NO.5
10	FUEL OIL NO.6
11	LUBRICATING OILS AND BLENDING STOCKS
12	PENETRATING OIL
13	TURBINE OIL
14	ROOFERS FLUX
15	CRUDE OIL
16	STRAIGHT RUN RESIDUE
Toxic liquid substances in bulk	
17	OCTAMETHYLCYCLOTETRASILOXANE
18	BENZENEPROPANOIC ACID, 3,5-BIS(1,1-DIMETHYLETHYL), 4-HYDROXY-C7-C9ALCOHOLS BRANCHED AND LINEAR
19	1-PHENYL-1-XYLYL ETHANE
20	BENZENETRICARBOXYLIC ACID, TRIOCTYL ESTER
21	CASTOR OIL
22	IMIDAZOLIUM COMPOUNDS, 1-BENZYL-4,5-DIHYDRO-1-(HYDROXYETHYL)-2-NORCOCO ALKYL, CHLORIDES
23	2-PROPENOIC ACID POLYMER WITH 4-(1,1-DIMETHYLETHYL)PHENOL,FORMALDEHYDE, 2,5-FURANDIONE, 2-METHYLOXIRANE AND OXIRANE (65% IN NAPHTHA/XYLENE)
24	n-PENTYL PROPIONATE
25	2-ETHYLHEXYL ACRYLATE
26	DECYL ACRYLATE
27	RAPESEED OIL

28	RAPESEED OIL (low erucic acid containing less than 4% free fatty acids)
29	RAPE SEED OIL FATTY ACID METHYL ESTERS
30	ALCOHOLS (C12-C13), PRIMARY, LINEAR AND ESSENTIALLY LINEAR
31	ALCOHOLS (C13+)
32	ALCOHOLS (C14-C18), PRIMARY, LINEAR AND ESSENTIALLY LINEAR
33	ALCOHOLS (C8-C11), PRIMARY, LINEAR AND ESSENTIALLY LINEAR
34	ACID OIL MIXTURE FROM SOYABEAN, CORN (maize) AND SUNFLOWER OIL REFINING
35	NAPHTHALENE CRUDE (MOLTEN)
36	SOYABEAN OIL
37	SOYBEAN OIL FATTY ACID METHYL ESTER
38	BUTYLBENZENE (all isomers)
39	TALLOW
40	TALLOW FATTY ACID
41	BIS(2-ETHYLHEXYL) TEREPHTHALATE
42	DI-(2-ETHYLHEXYL) PHOSPHORIC ACID
43	DI-(2-ETHYLHEXYL) ADIPATE
44	DIPHENYLAMINE, REACTION PRODUCT WITH 2,2,4-TRIMETHYLPENTENE

45	DIBUTYL HYDROGEN PHOSPHONATE
46	XYLENOL
47	POLYALKYL (C18-C22) ACRYLATE IN XYLENE
48	DIMETHYLPOLYSILOXANE
49	N,N-DIMETHYLDODECYLAMINE
50	DIMETHYL OCTANOIC ACID
51	DIPENTENE
52	2,6-DI-TERT-BUTYLPHENOL
53	DIALKYL (C7-C13) PHTHALATES
54	DIALKYL (C9 - C10) PHTHALATES
55	DIETHYLBENZENE
56	DIISOPROPYLBENZENE (all isomers)
57	DIISOPROPYLNAPHTHALENE
58	DIISOBUTYL KETONE
59	ARYL POLYOLEFINS (C11-C50)
60	POLYOLEFINAMINE IN AROMATIC SOLVENT
61	NON-EDIBLE INDUSTRIAL GRADE PALM OIL
62	USED COOKING OIL
63	USED COOKING OIL (TRIGLYCERIDES, C16-C18 AND C18 UNSATURATED)
64	GLYCEROL MONOOLEATE
65	OLIVE OIL
66	DECYL ALCOHOL (all isomers)
67	DECYL/DODECYL/TETRADECYL ALCOHOL MIXTURE
68	DECYLOXYTETRAHYDROTHIOPHENE DIOXIDE

69	DECANOIC ACID
70	DECENE
71	SAFFLOWER OIL
72	GROUNDNUT OIL
73	CYCLOHEXANOL
74	CYCLOHEXANE-1,2-DICARBOXYLIC ACID, DIISONONYL ESTER
75	1,5,9-CYCLODODECATRIENE
76	1,3-CYCLOPENTADIENE DIMER (molten)
77	DIISONONYL ADIPATE
78	OCTYL DECYL ADIPATE
79	TOLUENEDIAMINE
80	ALKYL ACRYLATE-VINYLPYRIDINE COPOLYMER IN TOLUENE
81	alpha-METHYLBENZYL ALCOHOL WITH ACETOPHENONE (15% or less)
82	NONYL METHACRYLATE MONOMER
83	DODECYL METHACRYLATE
84	DODECYL/OCTADECYL METHACRYLATE MIXTURE
85	DODECYL/PENTADECYL METHACRYLATE MIXTURE
86	CETYL/EICOSYL METHACRYLATE MIXTURE
87	METHYLCYCLOPENTADIENE DIMER
88	METHYL NAPHTHALENE (molten)
89	POLY(4+)ISOBUTYLENE
90	POLY(5+)PROPYLENE
91	POLYBUTENE
92	POLYBUTENYL SUCCINIMIDE
93	POLYSILOXANE
94	MOLYBDENUM POLYSULFIDE LONG CHAIN ALKYL DITHIOCARBAMIDE COMPLEX

95	POLYETHER (molecular weight 1350+)
96	POLYALKYL (C10-C18) METHACRYLATE/ETHYLENE-PROPYLENE COPOLYMER MIXTURE
97	POLYALKYL (C10-C20) METHACRYLATE
98	POLYALKYLALKENAMINESUCCINIMIDE, MOLYBDENUM OXYSULPHIDE
99	POLYOLEFIN (molecular weight 300+)
100	POLYOLEFIN AMINOESTER SALTS (molecular weight 2000+)
101	POLYOLEFINAMINE (C28-C250)
102	POLYOLEFIN PHENOLIC AMINE (C28-C250)
103	POLYOLEFIN ANHYDRIDE
104	POLYALKENE SULPHONIC ACID (C20-C28), SODIUM SALT
105	POLYOLEFIN AMIDE ALKENEAMINE (C17+)
106	POLYOLEFIN AMIDE ALKENEAMINE POLYOL
107	POLYOLEFIN AMIDE ALKENEAMINE BORATE (C28-C250)
108	POLYOLEFIN ESTER (C28-C250)
109	POLYETHYLENE POLYAMINES (more than 50% C5 -C20 paraffin oil)
110	POLYISOBUTYLENE(MW≤224)
111	COCOA BUTTER
112	PETROLATUM
113	SUNFLOWER SEED OIL
114	ALKENOIC ACID, POLYHYDROXY ESTER BORATED
115	DITRIDECYL PHTHALATE
116	DIUNDECYL PHTHALATE
117	DIHEPTYL PHTHALATE
118	DIHEXYL PHTHALATE

119	DINONYL PHTHALATE
120	DIOCTYL PHTHALATE
121	DIISOOCTYL PHTHALATE
122	TRIBUTYL PHOSPHATE
123	SULPHOHYDROCARBON (C3-C88)
124	JATROPHA OIL
125	MANGO KERNEL OIL
126	RICE BRAN OIL
127	COTTON SEED OIL
128	SHEA BUTTER
129	alpha-PINENE
130	beta-PINENE
131	GRAPE SEED OIL
132	NONYL ALCOHOL (all isomers)
133	NONYLPHENOL
134	NONANOIC ACID (all isomers)
135	2,2,4-TRIMETHYL-1,3-PENTANEDIOL-1-ISOBUTYRATE
136	2,2,4-TRIMETHYL-1,3-PENTANEDIOL DIISOBUTYRATE
137	TRIMETHYLACETIC ACID
138	GLYCIDYL ESTER OF C10 TRIALKYLACETIC ACID
139	TRIETHYLBENZENE
140	DODECANE (all isomers)
141	DODECYLAMINE/TETRADECYLAMINE MIXTURE
142	DODECYLBENZENE
143	DODECYL PHENOL
144	DODECYL ALCOHOL
145	DODECYL XYLENE
146	LAURIC ACID
147	1-DODECENE
148	DODECENE (all isomers)
149	1-HEXADECYLNAPHTHALENE / 1,4-BIS(HEXADECYL)NAPHTHALENE MIXTURE

150	DECAHYDRONAPHTHALENE
151	TRIDECANOIC ACID
152	TRIDECANE
153	TRIDECYL ACETATE
154	UNDECYL ALCOHOL
155	1-UNDECENE
156	UNDECANOIC ACID
157	PARAFFIN WAX
158	WAXES
159	PARAFFIN WAX, SEMI-REFINED
160	PARAFFIN WAX, HIGHLY-REFINED
161	WHITE SPIRIT, LOW (15-20%) AROMATIC
162	tert-DODECANETHIOL
163	DITRIDECYL ADIPATE
164	TETRAMETHYLBENZENE (all isomers)
165	PROPYLENE TETRAMER
166	TETRAHYDRONAPHTHALENE
167	PINE OIL
168	HYDROCARBON WAX
169	TUNG OIL
170	TALL OIL, CRUDE
171	TALL OIL, DISTILLED
172	TALL OIL SOAP, CRUDE
173	TALL OIL PITCH
174	TALL OIL FATTY ACID (resin acids less than 20%)
175	TALL OIL ACIDS/LINOLEIC ACIDDIMER/POLYALKYLENEPOLYAMINES/DODECYLBENZENESULPHONIC ACID COMPLEXES IN NAPHTHA/ISOPROPANOL
176	TALL OIL ACIDS REACTION PRODUCTS WITH TRIETHANOLAMINE
177	ZINC ALKARYL DITHIOPHOSPHATE (C7-C16)
178	ALKYL (C7-C9) NITRATES

179	ALKYL (C10-C20, SATURATED AND UNSATURATED) PHOSPHITE
180	CALCIUM ALKYL (C10-C28) SALICYLATE
181	ALKYL (C12+) DIMETHYLAMINE
182	ALKYL (C18+) TOLUENES
183	ALKYL(C18-C28)TOLUENESULFONIC ACID
184	ALKYL (C18-C28) TOLUENESULFONIC ACID, CALCIUM SALTS, LOW OVERBASE
185	POLYOLEFINAMINE IN ALKYL (C2-C4) BENZENES
186	ALKYL (C5-C8) BENZENES
187	ALKYL(C9+)BENZENES
188	ALKYLBENZENES MIXTURES (CONTAINING NAPHTHALENE)
189	ALKYL BENZENE DISTILLATION BOTTOMS
190	ALKYLATED (C4-C9) HINDERED PHENOLS
191	DIPHENYLAMINES, ALKYLATED
192	ALKYL ESTER COPOLYMER (C4-C20)
193	ALKANES (C10-C17), LINEAR AND BRANCHED
194	ALKANES (C10-C26), LINEAR and BRANCHED, (FLASHPOINT >60°C)
195	ALKANES (C10-C26), LINEAR AND BRANCHED（FLASHPOINT ≤60℃）
196	ILLIPE OIL
197	ALKENYL (C11+) AMIDE
198	ZINC ALKENYL CARBOXAMIDE
199	OLEFINS (C13+, all isomers)
200	OLEFIN-ALKYL ESTER COPOLYMER (molecular weight 2000+)
201	OCTANOL (all isomers)
202	OCTYL ALDEHYDES
203	OCTANOIC ACID (all isomers)
204	NEODECANOIC ACID

205	VINYL NEODECANOATE
206	CAMELINA OIL
207	LINSEED OIL
208	CASHEW NUT SHELL OIL (untreated)
209	COCONUT OIL
210	COCONUT OIL FATTY ACID
211	COCONUT OIL FATTY ACID METHYL ESTER
212	2-ETHYL-2-(HYDROXYMETHYL) PROPANE-1,3-DIOL (C8-C10) ESTER
213	2-ETHYL-3-PROPYLACROLEIN
214	s-ETHYL DIPROPYLTHIOCARBAMATE
215	ETHYL TOLUENE
216	HEPTYL ACETATE
217	VINYLTOLUENE
218	ETHOXYLATED TALLOW AMINE (> 95%)
219	ETHOXYLATED LONG CHAIN (C16+) ALKYLOXYALKYLAMINE
220	ISO- AND CYCLO-ALKANES (C10-C11)
221	OLEIC ACID
222	OLEYLAMINE
223	FISH OIL
224	CORN OIL
225	MYRCENE
226	COPPER SALT OF LONG CHAIN (C17+) ALKANOIC ACID
227	LONG-CHAIN ALKARYL SULPHONIC ACID (C16-C60)
228	MAGNESIUM LONG-CHAIN ALKARYL SULPHONATE (C11-C50)
229	LONG-CHAIN ALKARYL POLYETHER (C11-C20)
230	CALCIUM LONG-CHAIN ALKYL (C11-C40) PHENATE
231	LONG-CHAIN ALKYLPHENOL (C14-C18)

232	LONG-CHAIN ALKYLPHENOL (C18-C30)
233	CALCIUM LONG-CHAIN ALKYL PHENATE SULPHIDE (C8-C40)
234	LONG-CHAIN ALKYLPHENATE/PHENOL SULPHIDE MIXTURE
235	CALCIUM LONG-CHAIN ALKYL SALICYLATE (C13+)
236	CALCIUM LONG-CHAIN ALKYL (C18-C28) SALICYLATE
237	n-DODECYL MERCAPTAN
238	n-ALKANES (C10+)
239	n-ALKANES (C10-C20)
240	n-ALKANES (C9-C11)
241	n-OCTYL MERCAPTAN
242	FATTY ACID (SATURATED C13+)
243	FATTY ACIDS, (C12+)
244	FATTY ACIDS, (C16+)
245	FATTY ACIDS, (C8-C10)
246	FATTY ACIDS, ESSENTIALLY LINEAR (C6-C18) 2-ETHYLHEXYL ESTER
247	FATTY ACID METHYL ESTERS (m)
248	(POLYISOBUTENE) AMINO PRODUCTS IN ALIPHATIC HYDROCARBONS
249	VEGETABLE ACID OILS (m)
250	VEGETABLE FATTY ACID DISTILLATES (m)
251	LARD
252	PALM KERNEL ACID OIL
253	PALM KERNEL STEARIN
254	PALM KERNEL OIL
255	PALM KERNEL OLEIN
256	PALM KERNEL FATTY ACID DISTILLATE
257	PALM ACID OIL
258	PALM STEARIN
259	PALM OIL
260	PALM OLEIN
261	PALM OIL FATTY ACID METHYL ESTER

262	PALM FATTY ACID DISTILLATE
263	PALM MID-FRACTION

Persistent oils in bulk in this catalogue are derived from crude oil, fuel oil, heavy diesel oil and lubricants listed in Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978. In addition to gasoline, light diesel and kerosene, whether other oils are non-persistent oils should be classified according to the International Oil Pollution Fund classification criteria for non-persistent oils.
Note: The evaporation of fractions at 340 C is not less than 50% of the total volume of hydrocarbons. The evaporation of distillates is not less than 95% of the total volume of hydrocarbons at 370 C. Oils determined in accordance with ASTM D86 of American Inspection Association or national standard GB/T 6536 Standard Test Method for Atmospheric Distillation of Petroleum Products and Liquid Fuels are regarded as non-persistent oils.