



Regulations on the Prevention and Control of Ship Pollution in the Jiangsu Section of the Yangtze River

Article 1 In order to protect the environment of the Yangtze River and ensure the safety of drinking water, the Regulations was formulated in accordance with the Law of the People's Republic of China on the Protection of the Yangtze River, the Law of the People's Republic of China on the Prevention and Control of Water Pollution, and the Law of the People's Republic of China on the Prevention and Control of Atmospheric Pollution.

Article 2 Ships navigating, mooring, and operating in the waters of the Jiangsu section of the Yangtze River, as well as units and individuals engaged in tank washing, repairing, dismantling, loading, unloading, and salvage of ships in the waters of the Yangtze River, must strictly abide by these regulations.

Nantong	Taicang	Changshu	Zhangjiagang
Jiangyin	Changzhou	Zhenjiang	Yangzhou
Nanjing	Yizheng	Taizhou	Taixing
Jingjiang	Gaogang	JiangDu	Yangzhong



Article 3 MSA set up by the competent department of transportation under the State Council in the Yangtze River waters of this province shall supervise and manage the prevention and control of ship pollution in the Yangtze River

Article 4 Any unit or individual has the right to report ships' illegal activities polluting the environment of the Yangtze River waters.



MSA and relevant departments shall investigate and verify the reported information and keep the whistleblower's information confidential; if the report is true, rewards shall be given in accordance with regulations.

Article 5 Ship owners, operators or managers and relevant operating units shall establish and improve the responsibility system and corresponding management system for the prevention and control of ship pollution, and increase investment guarantees for capital, materials, technology, and personnel for ship pollution prevention and control, Improve pollution prevention and control operation conditions.

Article 6 The designated person in charge of the relevant operating units, including the owner, operator or manager of the ship are the first person responsible for the prevention and control of ship pollution in the unit. The captain is the first person responsible for the prevention and control of ship pollution on the ship.

Article 7 Vessels sailing, berthing, operating, and engaged in tank washing, ship repairing, dismantling, loading and unloading, salvage and other operational activities shall abide by relevant laws and regulations on pollution prevention and control, protection of drinking water sources, etc. Both the national ones and provincial ones.

Article 8 [Shore reception facility](#) in the Ports, docks, loading and unloading stations and water service areas shall receive pollutants from berthing ships in accordance with regulations. The pollutant removal operations plan to take place from ships berthing in public waters such as anchorages and buoys shall gain special permits from the local governments besides the normal formality.

Article 9 [Units engaged in the reception of ship pollutants](#) shall establish pollution prevention and control management systems, strengthen the training of operating personnel, and can adapt to their operating scale. Units engaged in the reception of pollutants from ships shall install video monitoring systems for pollutant receiving ships to implement dynamic monitoring of the reception and transfer of pollutants. Surveillance video data shall be kept for



no less than three months.

Article 10 [The ship tank washing station](#) shall establish and improve the tank washing safety and pollution prevention and control management system, strengthen the training of operators, and publicize the tank washing fee standard.

Article 11 [The Bunkering unit](#) shall obtain the qualification for supplying and receiving ship oil in accordance with the law, and file with the transportation department of the place where the operating port is located.

Article 12 Barges transporting, loading and unloading solid waste shall take corresponding pollution prevention and control measures, and solid waste shall not be dumped, landfilled, piled up, throw off, or disposed of in water bodies, beaches and shore bank. Local people's governments should strengthen the joint prevention and control of illegal transfer and dumping of solid waste by ships.

Article 13 It is forbidden to berth, operate, sail in the waters of the Yangtze River with ships carrying dangerous goods in bulk with the hull plating as the perimeter of the liquid cargo tank (including single-hull single-bottom, double-hull single-bottom, and single-hull double-bottom).

Article 14 The owners of Dangerous Goods (DG) in bulk liquid and terminals are encouraged to establish a ship selection mechanism and select ships with high safety technical standards through ship selection inspection and evaluation.

Article 15 MSA shall establish a credit rating and supervision mechanism for the prevention and control of ship pollution in the Yangtze River in accordance with the law, standardize credit evaluation and credit restoration, and implement incentives for keeping promises and punishment for dishonesty.

Article 16 Ships using anti-pollution facilities such as domestic sewage treatment devices, oil-water separators, and ballast water treatment systems shall strengthen the maintenance of the facilities to ensure that the pollutants after treatment meet [the discharge](#)



[standards](#). Pollutants from ships that do not meet the discharge standards should be collected by category and shall handed over to [shore facility](#) for disposal. Ships are prohibited from directly discharging untreated (or treated domestic sewage and oily water that still do not meet the discharge standards) into water bodies.

Article 17 Vessels on international voyages shall use ballast water treatment devices or take other equivalent measures to inactivate ballast water before discharging ballast water, to ensure that the discharged ballast water meets the requirements, and Report to MSA in accordance with regulations. Ships on international voyages shall off land ballast water that does not meet the regulations to [shore facility](#) for treatment.

Article 18 Ships containing oily pollutants and domestic sewage shall be stored in specific tanks respectively. Tank washing water or cargo residues in cargo tanks of ships shall be stored in specific tanks or designated cargo tanks through fixed pipelines.

Article 19 Ports, docks, loading and unloading stations, water service areas, and other ship pollutant receiving units shall provide electronic or paper receipt documents when receiving ship water pollutants.

Article 20 Wharfs, loading and unloading stations, and domestic vessels shall deliver pollutants before loading and unloading operations. If the domestic ship does not need to deliver pollutants, it shall take the initiative to show the receipt document or explain the situation to the wharf or loading and unloading station. If the ship pollutants are refused to be delivered or the amount of ship pollutants delivered is obviously abnormal, the wharf and loading and unloading station shall report the relevant situation to the local maritime safety management agency. Docks and loading and unloading stations shall not refuse to accept ship pollutants. If the ship finds that the docks, loading and unloading stations, etc. have insufficient capacity to receive ship pollutants or refuse to accept them, they should report the relevant situation to MSA. After receiving the report, MSA shall investigate and deal with it according to law.



Article 21 Ship pollutants that are temporarily stored and transshipped by [receiving units \(barges, shore facility\)](#) for pretreatment by supporting facilities shall be managed as ship pollutants. If these pollutants shall be transferred by barge after pretreatment, the pollutant shall be managed as polluted Dangerous goods (DG). After receiving tank washing water and oily pollutants from ships, they shall not be stored in the form of transfer on the water. Domestic sewage and oily sewage received from ships are encouraged to be reused after treatment.

Article 22 The delivery, reception, transshipment and disposal of ship pollutants shall use the prescribed supervision and service information system as required and implement closed-loop management of joint orders. The registration and use of the information system for the delivery, reception, transshipment, and disposal of ship pollutants must not be falsified. The electronic receiving documents generated by the information system have the same legal effect as the paper receiving documents. If domestic sewage and domestic garbage from ships are delivered to [qualified shore facility](#), the disposal is deemed to be completed.

Article 22 Units receiving, transshipping and disposing of ship pollutants shall accurately measure and record truthfully the ship pollutants. Smart facilities and equipment such as smart sewage tanks and smart trash cans to accurately measure and automatically record ship pollutant information in real time are encouraged to be used.

Article 23 During the period of the outbreak to public health and other emergencies, [shore facility units](#) shall implement the emergency measures and other administrative measures for delivery, reception, transshipment, and disposal of ship pollutants lawfully implemented by the local government. The shore facility shall not refuse or delay receiving ship pollutants.

Article 24 MSA and the transportation agency, ecological environment agency, and urban drainage departments shall implement joint supervision over the delivery, reception, transshipment, and disposal of ship pollutants. MSA is responsible for the supervision and management of the delivery of ship pollutants



and the receipt and transfer of ship pollutants through ships. The transportation department is responsible for the supervision and management of pollutants received from ships through ports according to law. The department of ecology and environment is responsible for the supervision and management of the storage, transfer, utilization, and disposal of ship pollutants and their pretreatment products that are hazardous wastes on shore according to law. The urban drainage department is responsible for the supervision and management of the onshore transfer and disposal of domestic sewage and domestic garbage in the public transfer and disposal system.

Article 25 Wharves, loading and unloading stations, and water service areas that are eligible for shore power supply shall provide shore power to ships that are eligible for shore power use, and may implement measure like priority berthing for ships using shore power, and reduce or exempt shore power use service fees, etc.

Article 26 Ships berthing for more than two hours and qualified for using shore power shall use shore power in accordance with relevant state regulations, except in one of the following circumstances:

- (1) Carrying bulk liquid dangerous goods
- (2) Using electric energy, liquefied natural gas and other new and clean energy as power, or taking other equivalent measures such as shutting down auxiliary machines
- (3) Shore power facilities and ship power receiving facilities temporarily fail, or shore power cannot be used in emergencies such as bad weather and accidents.

Ships with a berthing time of less than two hours are encouraged to use shore power.

Article 27 Ships carrying goods that are prone to emit toxic and harmful gases, volatile organic waste gases, dust substances, etc., shall adopt sealing or other protective measures in accordance with regulations.

When engaging in the loading and unloading or transfer operations of the goods specified in the article 27, both parties to the operation shall take measures to recover toxic and harmful gases,



reduce waste gas emissions, and suppress dust during the operation process. Ships carrying cargo that is prone to emitting toxic and harmful gases shall not use the method of opening the cabin for ventilation instead of [washing the tank](#) of the ship.

Article 28 Ships should strengthen the maintenance of main engine and auxiliary equipment and use fuel oil that meets national standards or requirements. Tail gas emissions should meet the national air pollutant emission control requirements, and no visible black smoke should be emitted. Ships can meet the requirements for the control of air pollutant emissions from ships by using alternative measures such as new energy, clean energy, on-board power storage devices, or exhaust gas post-treatment. If the ship adopts exhaust gas post-treatment measures, the washing water and residues produced should be collected and sent to [the shore for reception and disposal](#), and records should be made, and they should not be discharged into the water.

Article 29 When engaging in ship cleaning, washing, receiving of pollutants, supply and receiving of fuel oil, transfer, salvage, repair, scrap, dismantling, loading and unloading, pollution removal operations, and using ships to conduct activities on/under water, necessary pollution measures shall be taken. Prevention and control measures shall be made to deal with pollutants generated during operation. The operating unit shall report the operation time, operation content and other information to MSA before the operation activities start.

Article 30 [Fuel supply units](#) shall supply fuel oil that meets national standards, provide delivery receipt and fuel samples to ships. Both Fuel supply units and ships shall keep the fuel oil supply and receipt documents for **three** years, and ships shall properly keep fuel oil samples for **one** year.

Article 31 After unloading, the river ship carrying bulk liquid dangerous goods shall clean the cargo space at a tank washing station capable of washing tanks, except that the cargo to be loaded on the ship is consistent or compatible with the unloaded cargo. Ships and tank cleaning stations should clarify their respective responsibilities for safety and pollution prevention. If the



cargo to be loaded on the ship is compatible with the cargo to be unloaded, the owner of the cargo to be loaded shall obtain the written consent of the ship's non-cleaning tank. The owner of the goods shall be the same as the owner stated in the contract of carriage of the goods to be loaded. If the unloading port has no capacity for tank washing, the ship can wash at the nearest tank washing station or the next port tank washing station after obtaining the written consent of [the tank washing station](#) at the nearest tank washing station or the next port tank washing station, report the location of the unloading port before departure.

Article 32 If a river ship carrying dangerous liquid cargo in bulk needs to wash its tanks before repairing or dismantling, it shall do so at a tank washing station capable of tank washing. Ship repairing and dismantling enterprises should check the whereabouts of the tank washing water before the overhaul and dismantling of ships carrying dangerous liquid cargoes in bulk.

Article 33 The construction unit of water-related projects shall sign a written agreement with construction ships and ships providing services such as personnel transportation and pollutant collection for construction operations to clarify the responsibility for the prevention and control of ship pollution.

Article 34 Pollutants generated during ship washing, repairing, dismantling, loading and unloading, salvage and other related operations shall be removed in a timely manner and shall not be dumped into the water.

If the pollutants in the ship's fuel oil tanks and liquid cargo tanks need to be delivered and stored by STS operation, the administrative requirements for the transfer of pollution-hazardous cargoes shall be followed.

Article 35 In the operation of replacing or overhauling propellers, tail shafts and other components on the water by lifting the stern of the ship, pollution prevention and control measures shall be taken to collect and dispose of the pollutants generated by the operation in accordance with the law.



Article 36 Local governments shall establish emergency teams for water pollution accidents and carry out training, coordinate the construction of emergency equipment warehouses for ship pollution, strengthen the storage and updating of emergency materials, organize the formulation of emergency plans and conduct regular drills. Ports, docks, loading and unloading stations, water service areas, ships, and units engaged in ship cleaning, repairing, dismantling, salvage, etc., should formulate emergency plans and organize regular drills

Article 37 Local governments and MSA shall, according to their respective responsibilities, carry out monitoring of ship pollutants such as ship exhaust and oily pollutants, as well as water quality monitoring of drinking water sources. Ports, wharves, loading and unloading stations, water service areas, and units engaged in tank washing, repairing, dismantling, and salvage of ships are all equipped with pollution monitoring facilities and are operating normally.

Article 38 In the event of a dangerous situation that may cause water pollution by a ship, the port, ship, wharf, loading and unloading station, and [relevant operating units](#) shall immediately activate the corresponding emergency plan, take measures to control and eliminate pollution, and [report](#) to MSA where the dangerous situation occurs.

After receiving the report, MSA shall immediately verify the relevant situation, and if it is confirmed that a ship pollution accident has occurred or may occur, it shall be dealt with in accordance with the corresponding emergency plan.

Article 39 Local governments along the river may organize social forces to participate in emergency response according to the needs of emergency response to ship pollution. [Fair and reasonable compensation shall be given to those who legally requisition the ships, pollution prevention and control facilities, equipment, equipment and other materials of relevant units and individuals.](#)

Article 40 In need of emergency response to ship pollution



accidents, the maritime safety management agency may take necessary measures such as organizing cleanup, salvage, towage, pilotage, and unloading according to law, and the expenses incurred shall be borne by those responsible. Where pollution removal equipment and ships need to be used, the relevant units and ships shall obey the unified command and coordination, and the relevant expenses shall be borne by those responsible.

The ship and its owner or operator that shall bear the expenses according to law shall clear the relevant expenses or provide corresponding financial guarantees before sailing.

Article 41 The investigation and handling of ship pollution accidents shall be carried out in accordance with nation laws. Ship can coordinate through agency like the authorized first class SPRO agency [Shanghai Highwoods Ship Co Ltd.](#)



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MARPOL 73/78/2022

First-Class Agency of SPRO service
Collecting Pollutant from ships and
Delivering Goods at China all Ports

Member of China Diving & Salvage Contractors Association

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Article 42 The governments of adjacent waters should establish a coordination mechanism for the prevention and control of ship pollution, negotiate and resolve major issues of ship pollution prevention and control, and promote the integration of ship pollution prevention and control in the Yangtze River Delta region.

Article 43 MSA, transportation, ecological environment and other departments shall share information such as ship pollution monitoring and early warning, transshipment and disposal of ship pollutants across administrative regions, ship washing, pollution accident disposal and other information, as well as credit



information on ship pollution prevention and control, and implement credit joint Rewards and punishments, unify law enforcement standards, carry out joint law enforcement when necessary, and promote joint prevention and control of ship pollution prevention and control.

Article 44 All governments along the river shall establish a cross-administrative region ship pollution prevention and control cooperation mechanism to coordinate the cross-administrative region ship pollution prevention and control work, implement joint monitoring, joint governance, joint law enforcement, and information sharing, share emergency resources for ship pollution prevention and control, and carry out joint emergency rescue as needed.

Article 45 Where laws and administrative regulations already have punishment provisions for violations of the provisions of these Regulations, those provisions shall prevail.

Article 46 Where a ship directly discharges untreated domestic sewage or oily sewage that has not been treated or does not meet the discharge standards after treatment, MSA shall order it to make corrections and impose a fine of not less than 20,000 yuan but not more than 30,000 yuan.

Article 47 ships containing oily pollutants and domestic sewage are not separately collected and stored in specific tanks approved by ship class society, or ship tank washing water and cargo residues in liquid cargo tanks are not collected and stored without a fixed pipeline, MSA shall order it to make corrections and impose a fine of not less than 10,000 yuan but not more than 30,000 yuan.

Article 48 Wharfs and loading and unloading stations that arrange loading and unloading operations for ships that fail to deliver ship pollutants in accordance with regulations, or refuse to accept ship pollutants, shall be ordered to make corrections by the transportation department, and fined not less than 20,000 yuan but not more than 100,000 yuan fine.

Article 49 Whoever stores tank washing water or oily pollutants on



the water by way of transfer shall be ordered by the maritime safety administration to make corrections and be fined not less than 2,000 yuan but not more than 10,000 yuan.

Article 50 Where wharves, loading and unloading stations, and water service areas that are qualified to supply shore power refuse to provide shore power to ships that are qualified to use shore power, the transportation department shall order it to make corrections and impose a fine of not less than 20,000 yuan but not more than 100,000 yuan.

Article 51 Whoever commits any of the following acts shall be ordered to make corrections by MSA and be fined not less than 10,000 yuan but not more than 30,000 yuan:

(1) Ships carrying goods that are likely to emit toxic and harmful gases, dust substances, etc., fail to take sealing or other protective measures in accordance with regulations.

(2) Engaging in the loading and unloading or transfer operations of goods that are prone to emit toxic and harmful gases, dust substances, etc., and both parties to the operation fail to take measures to recover toxic and harmful gases and suppress dust during the operation process.

(3) Ships carrying goods that are prone to emit toxic and harmful gases shall use the method of opening the cabin for ventilation instead of washing the tank.

Article 52 Where a ship discharges visible black smoke into the atmosphere, MSA shall order it to make corrections, and if the circumstances are serious, it shall be fined not less than 1,000 yuan but not more than 10,000 yuan.

Where a ship discharges the washing water and residues produced into the water, MSA shall order it to make corrections and impose a fine of not less than 10,000 yuan but not more than 50,000 yuan.

Article 53 If the bunkering unit fails to provide the fuel delivery receipt or fuel samples to the ship, or the bunkering unit or the vessel



fails to keep the fuel delivery receipt in accordance with the regulations, MSA shall order it to make corrections and impose a fine of more than 2,000 yuan. A fine of not more than 10,000 yuan.

Article 54 Where an river going vessel carrying dangerous liquid cargo in bulk fails to clean the cargo space at a tank washing station capable of washing tanks after unloading, MSA shall order it to make corrections and impose a fine of not less than 10,000 yuan but not more than 50,000 yuan. fine.

Article 55 Whoever replaces or repairs propellers, stern shafts and other components on water by lifting the tail of the ship, etc., fails to take pollution prevention and control measures or fails to collect and dispose of the pollutants generated by the operation according to law, MSA shall order stopping illegal activities and impose a fine of not less than 10,000 yuan but not more than 100,000 yuan. whoever causes water pollution shall be ordered to take control measures within a time limit to eliminate pollution and be fined not less than 20,000 yuan but not more than 200,000 yuan.

Article 56 Where violations of state regulations cause damage to the ecological environment of the Yangtze River waters, the organs specified by the state or organizations specified by law have the right to request the infringer to bear the responsibility for restoration, compensation for losses and related expenses. Where violations of state regulations cause damage to the ecological environment of the Yangtze River waters and need to be repaired or compensated, the people's governments of provinces or districted cities or their designated departments and institutions shall negotiate with the enterprises, public institutions and other producers and operators that have caused environmental pollution and ecological damage. Compensation is negotiated. The ecological and environmental damage compensation funds obtained by local people's governments in accordance with the law shall be managed and used in accordance with relevant state regulations.

Article 57 Where the competent department with supervisory responsibilities and its staff neglect their duties, abuse their powers, engage in malpractices for personal gain, the directly responsible



supervisors and other directly responsible personnel shall be punished according to law; if a crime is constituted, criminal responsibility shall be investigated according to law.

Article 58 The meanings of the following terms used in these Regulations are:

(1) Oily pollutants refer to sludge, residual oil, oily mud and other pollutants produced by the operation of ship machinery and equipment.

(2) Tank washing water refers to the water containing oil or other toxic and harmful substances produced by the cleaning operation of the cargo tank of the ship carrying dangerous liquid cargo in bulk.

(3) Ballast water refers to the water and suspended substances added to the ship to control the ship's heel, trim, draft, stability or stress.

Article 69 The supervision and management of pollution prevention and control by fishing vessels, military vessels, and sports vessels shall be carried out in accordance with relevant state regulations.

Article 70 These Regulations shall come into force on March 1, 2023.

Please feel free to contact us if you want someone professionally walk you through the regulations and giving you notification procedures and marketing price. Please feel free to contact us via WhatsApp+ 86 189 1617 4873 or email wpeng@shorefacility.com.