



Regulations on the Prevention and Control of Ship Pollution in Hainan Province

Article 1: To strengthen the prevention and control of ship pollution, this regulation is formulated and passed at the 17th meeting of the Standing Committee of the 7th People's Congress of Hainan Province on April 1, 2025.

Article 2: Ships (exclude military boat, yacht and fishing boat) navigating, berthing, and operating in navigable waters and ports in Hainan Province, as well as units and individuals engaged in ship related operations (hereinafter referred to as relevant operating units), shall comply with this Regulation.

Ports in Hainan Province

Haikou	Yangpu	Macun	Basuo
Sanya	Sanya	Sansha	Qinglan

Article 3: The MSA shall supervise and manage the prevention and control of ship pollution. Local government in charge of development and reform, natural resources and planning, ecological environment, agriculture and rural areas, industry and information technology, ocean, housing and urban-rural construction, environmental sanitation, transportation, urban drainage and sewage treatment, emergency management, forestry, maritime police agencies, and township governments shall, in accordance with their respective responsibilities, do a good job in the prevention and control of ship pollution.

Article 4: Ships and related operating units shall conclude ship OSRO agreements as required and take effective measures to prevent sea environmental from pollution. Shipowners, operators or managers of the vessels, as well as the key person in charge of the relevant operating units, are the first responsible persons for the prevention and control of vessel pollution management and are fully responsible for the prevention and control of vessel pollution. If a vessel or related operating unit causes environmental pollution damage, it shall bear the liability for compensation for pollution damage in accordance with the law. Shanghai Highwoods Ship



Co Ltd, is a certified first class OSRO agency providing OSRO coverage and shore reception facility service.

Article 5: Any unit or individual has the right to supervise and report the activities of ships polluting the environment, as well as the illegal and negligent behaviours of ship pollution prevention and control supervision and management personnel. MSA and relevant competent departments shall investigate and verify the reported information and keep confidential the information of the informant; If the report is true, rewards will be given according to regulations.

Article 6: MSA shall establish and improve a credit classification and supervision mechanism for ship pollution prevention and control in accordance with the law, standardize the collection of credit information, credit evaluation, and credit repair, and implement credit incentives and credit constraints in accordance with the law and regulations.

Article 7: Encourage ships to use new or clean energy to drive, improve the level of ship technology pollution control, and reduce pollutant and greenhouse gas emissions. Encourage shippers and dock units to establish a ship selection mechanism, conduct ship selection inspections, and control the source of ship safety and environmental pollution risks. Support the research and development of ship ballast water treatment and monitoring technology.

Article 8: Hainan Province shall designate specific water areas as green shipping zones according to actual needs and implement stricter measures for the prevention and control of ship pollution. Ships navigating, berthing, and operating in green shipping areas shall comply with the relevant requirements of the green shipping area in terms of ship type, pollution prevention structures and equipment, types of cargo carried, pollutant emissions and carbon emissions levels, and shore power usage. Specific regulations shall be formulated separately by the MSA in conjunction with the ecological environment, transportation and other competent departments of local government.

Article 9: It is prohibited for ships and related operations to discharge ship pollutants, ballast water, sediments, and other harmful substances in legally designated marine nature reserves,



coastal scenic spots, important fishery waters, and other areas that require special protection. Ship is recommended to contact the certified shore reception facility Agency for off land waste whose operation meets the requirement of rules and regulations and the requirement of Marpol.

Article 11: International navigation vessels (flying Chinese flag and foreign flag) entering and leaving ports in Hainan Province shall record their energy consumption data in ship logs or other relevant documents in accordance with relevant regulations. International navigation vessels (flying Chinese flag and foreign flag) shall report the energy consumption data of the previous voyage to the MSA when handling export procedures or port departure reports in Hainan Province.

Article 12 Port operators and ship owners, operators or managers shall formulate plans for the construction and renovation of shore power facilities and ship power receiving facilities in accordance with relevant national and Hainan Province regulations and organize their implementation. Port operators and shore power supply enterprises shall publicly disclose, update, and submit information on the main technical parameters, testing results, distribution locations, and operation guidelines of shore power facilities to the public through websites, mobile clients, and other channels, and submit them to the port authorities in a timely manner. Port operators should provide convenience for vessel booking, use of shore power, and cost settlement. Shore power supply enterprises shall regularly submit relevant information on the use of shore power to the port authorities and MSA in accordance with relevant regulations.

Article 13: Ships with power receiving facilities shall use shore power in accordance with relevant national regulations when berthing at berths with shore power supply capacity in coastal ports for more than three hours, except in any of the following circumstances:

- (1) Transporting bulk liquid dangerous goods;
- (2) Using new and clean energy sources such as electricity and liquefied natural gas as power, or adopting other equivalent measures such as shutting down auxiliary equipment;



(3) Temporary malfunction of ship or dock shore power facilities, or inability to use shore power in emergency situations such as severe weather or accidents.

Encourage ships that do not meet the minimum berthing time limit to use shore power. Encourage ports to implement measures such as prioritizing berthing and disembarking of ships powered by shore power, new energy, and clean energy, and reducing shore power service fees.

Article 15: Local governments shall coordinate the planning and construction of facilities for the reception, transportation, and disposal of ship pollutants, evaluate the capacity for the reception, transportation, and disposal of ship pollutants every two years, and dynamically adjust and improve the reception, transportation, and disposal facilities based on the evaluation results. Ports, docks, loading and unloading stations, ship repair and dismantling units, etc. shall be equipped with corresponding pollution prevention and control facilities, equipment and devices in accordance with regulations, maintain good technical conditions, and do a good job in connecting with urban public transportation and disposal facilities. For the construction, renovation, and expansion of ports and docks, ship pollutant receiving facilities shall be built in accordance with requirements, and shall be designed, constructed, and put into use synchronously with the main project.

Article 16: Ship pollutants that are temporarily stored and transported by receiving barges, as well as those that are received and pretreated by ship or port supporting facilities, shall be managed according to ship pollutants; If the pollutants still need to be transported by ship after pre-processing, they shall be managed according to the hazardous cargo of water transportation pollution. Encourage the pre-treatment and reuse of pollutants such as domestic sewage and oily water. Ship pollutant receiving and transportation units shall transfer ship pollutants to qualified disposal units for lawful disposal. Port terminal units should take effective measures to strengthen the management of ship ballast water and sediment and strictly prevent and control the introduction of harmful foreign organisms.

Article 17: International navigation vessels discharging ballast



water shall use ballast water treatment devices or take other equivalent measures to ensure that the discharged ballast water complies with the requirements of laws, administrative regulations, international treaties concluded or participated in by China, and relevant standards. When the ballast water treatment device malfunctions and cannot be used normally, it shall be reported to the MSA in a timely manner, and the port or dock shall receive and dispose of the ballast water.

Article 18: The MSA shall be responsible for the supervision and management of the delivery, reception, and transfer of pollutants from ships in accordance with the law. The competent department of ecological environment is responsible for environmental supervision and management of the transfer, utilization, and disposal of ship pollutants in accordance with the law. The housing and urban-rural development authorities, as well as the environmental sanitation authorities, are responsible for the supervision and management of the onshore transportation and disposal of ship household waste in accordance with the law. The transportation regulatory department is responsible for supervising and managing the reception of ship pollutants through ports in accordance with the law. The competent department of urban drainage and sewage treatment is responsible for the supervision and management of the disposal of ship domestic sewage in the municipal sewage treatment system in accordance with the law.

Article 19: The delivery, reception, transportation, and disposal of pollutants from ships shall be carried out using the prescribed supervision and service information system and shall be managed in a linked and closed-loop manner. Ships should promptly dispose of or transfer pollutants. Ports, docks, loading and unloading stations, ship repair and dismantling units, and other ship pollutant receiving units shall receive ship pollutants in accordance with regulations and issue receiving documents to the ship owner. The registration and use of electronic waybill systems by units responsible for the delivery, reception, transportation, and disposal of ship pollutants shall result in electronic receipt documents that have the same legal effect as paper receipt documents. Ship domestic sewage and garbage that are connected to designated municipal sewage treatment systems or public transportation and disposal systems shall be deemed to have been



disposed of.

Article 20: The MSA shall implement lead sealing or blind cutting management on the oily water discharge equipment of the following ships:

(1) Sludge discharge pipelines and valves for passenger ships and roll on/roll off passenger ships navigating, berthing, and operating in the waters of the Qiongzhou Strait;

(2) The discharge pipelines and valves for sludge and domestic sewage from leased yachts and ships that only navigate, anchor, and operate within the port waters.

In emergency situations that endanger the safety of ships, lives, and property, if a ship must open its pipelines or valves, it may open them on its own, make corresponding records, and report to the MSA that implements lead sealing or blind cutting within five days after opening.

Article 21: Corresponding pollution prevention and control measures shall be taken for the transportation, loading and unloading of solid waste by ships, and solid waste shall not be dumped, discarded or treated into water bodies in violation of regulations. Operating vessels that have obtained permits for waste dumping shall carry out dumping operations in accordance with the law. Local governments should strengthen the joint prevention and control of illegal transfer and dumping of solid waste by ships.

Article 22: Ships shall not exceed the emission standards set by the state and Hainan Province to emit pollutants into the atmosphere.

Ships are prohibited from using incinerators in coastal port waters.

Article 23: Crude oil product terminals and crude oil product transportation vessels shall be equipped with oil and gas recovery facilities in accordance with relevant national regulations and maintain normal use.

Article 24: The fuel supplied by fuel supply units and the fuel used by ships shall comply with the quality standards stipulated by the state and Hainan Province. Encourage ships to use fuels with higher environmental standards. Ship exhaust emissions shall comply with



national air pollutant emission control requirements and shall not continuously emit black smoke during navigation. If a ship uses a waste gas cleaning system, the washing water and residue generated shall be received and treated onshore in accordance with regulations, and records shall be kept, and shall not be discharged in violation of regulations.

Article 25: Units engaged in the supply of clean fuels such as methanol, liquefied natural gas, hydrogen, and oil for ships shall record with MSA in accordance with regulations. Units engaged in bonded fuel supply shall obtain qualifications in accordance with regulations.

Article 26: MSA and local government transportation and ecological environment departments shall strengthen dynamic monitoring of ship pollution, comprehensively use ship borne, shore based, air based and other means, and achieve three-dimensional monitoring of excessive exhaust emissions from ships entering and leaving ports through ship exhaust sniffing systems.

Article 27 During the navigation, berthing, and operation of ships, sound devices shall be used in accordance with regulations and comply with relevant requirements for the prevention and control of environmental noise pollution. Units and individuals engaged in ship repair, dismantling, loading and unloading, salvage and other operations shall emit noise in accordance with national regulations. Ships are prohibited from honking their horns in ports and docks within urban areas, except for those required to use sound devices for official duties, endangering navigation safety, and in accordance with collision avoidance rules, as well as those required to honk their horns by competent authorities such as national holidays and navigation days.

Article 28: Those engaged in ship cleaning, cabin washing, pollutant reception, fuel supply and reception, loading and unloading, transshipment, repair, dismantling, salvage, loading and filling of hazardous pollution goods, pollution removal, floating dock sinking, and using ships for water and underwater construction, offshore oil and gas platform oil lifting and other operations shall comply with relevant operating procedures, take necessary pollution prevention and control measures, and dispose of pollutants generated during the operation process in



accordance with regulations. Before the start of the activity, the vendor shall report the operation time, content and other information to MSA in accordance with regulations. Personnel engaged in the work activities specified in the preceding paragraph shall possess professional knowledge and skills related to safety and pollution prevention and control.

Article 29 Before carrying out ship water repair operations, the repair operation unit shall sign relevant agreements with the ship owner or operator, which shall specify the main responsibilities of both parties for pollution prevention management, as well as the main responsibilities for pollution removal after a ship pollution accident occurs. For ship repair and dismantling operations in the dock, the ship repair and dismantling unit shall clean up the pollutants in the dock and confirm that they will not cause water pollution before sinking the floating dock or opening the dock door.

Article 30: The construction unit of water related projects shall sign a written agreement with the construction unit and the construction operation vessel, clarifying the responsibility for ship pollution prevention and control. Construction units and construction vessels shall sign written agreements with units that provide services such as pollutant reception and removal for construction operations and implement measures to prevent and control ship pollution.

Article 31: Ships carrying goods that are prone to emitting toxic and harmful gases, dust, and other substances shall take sealed or other protective measures in accordance with regulations. Both parties shall take measures to recover toxic and harmful gases and suppress dust during the loading, unloading, or transshipment of goods as stipulated in the preceding paragraph.

Article 32: Ship owners, operators, or managers shall formulate emergency plans for preventing and controlling environmental pollution caused by ships and their related operations and report them to MSA for filing. Ports, docks, loading and unloading stations, yacht clubs, yacht rental operators, and relevant operating units shall formulate emergency plans for preventing and controlling environmental pollution caused by ships and their related operations, and report them to MSA and the environmental protection department for record. Ships and relevant operating



units shall regularly organize emergency drills in accordance with the formulated emergency plan and keep records.

Article 33: MSA at all levels are responsible for the unified organization, coordination, and command of emergency response work for ship pollution accidents. Local governments should include the funds required for emergency response to ship pollution accidents in their own financial budgets. The funds required for emergency response to ship pollution accidents are mainly used for the following aspects:

- (1) Emergency response expenses for ship pollution accidents;
- (2) Conduct emergency response drills for ship pollution accidents;
- (3) Organize training on emergency response knowledge and skills for ship pollution accidents;
- (4) Purchase and maintain professional ship pollution accident emergency response facilities and equipment;
- (5) Provide appropriate rewards or compensation to units and individuals who participate in emergency response to ship pollution accidents;
- (6) Other expenses related to emergency response to ship pollution accidents.

MSA shall manage and use the necessary funds for emergency response to ship pollution accidents in accordance with regulations and accept audits and supervision from relevant government departments.

Article 34: In the event of a pollution accident or a dangerous situation that may cause environmental pollution on a vessel, the vessel, port, dock, loading and unloading station, yacht club, yacht rental business operator, and relevant operating units shall immediately activate the corresponding emergency plan, take measures to control and eliminate pollution, reduce pollution damage, and report to MSA where the dangerous situation occurs.

Article 35: After receiving a report of a ship pollution accident, MSA shall, based on the nature of the accident, the degree of pollution,



and rescue needs, evaluate the pollution level according to the corresponding ship pollution accident emergency plan, initiate the corresponding level of emergency response, and organize emergency disposal actions. Relevant departments and units should follow the division of labour in emergency plans, obey the unified organization and coordination of MSA, and carry out corresponding emergency response work.

Article 36: Explore the establishment of an emergency decision-making and command support platform for ship pollution accidents and realize the application of advanced equipment and methods such as drift prediction, satellite remote sensing, and unmanned aerial vehicles in emergency response to ship pollution.

Article 37: MSA may take necessary measures such as organizing clearance, salvage, towing, pilotage, and unloading in accordance with the law for emergency response to ship pollution accidents. The relevant expenses shall be borne by the responsible party in accordance with the law. Ships that are required by law to bear the expenses specified in the preceding paragraph shall pay the relevant fees or provide corresponding financial guarantees before sailing. If pollution removal equipment and ships need to be called upon to participate in pollution removal, relevant units and ships shall obey unified command and coordination.

Article 38: Ships that must handle pollution liability insurance or obtain corresponding financial guarantees in accordance with relevant national regulations shall hold corresponding electronic or paper certification documents. Encourage vessels other than those specified in the preceding paragraph to purchase pollution liability insurance.

Article 39: Hainan Province shall strengthen communication and coordination on ship pollution prevention and control with relevant provinces and autonomous regions in the Beibu Gulf and Qiongzhou Strait waters, establish inter departmental communication and coordination mechanisms, negotiate and resolve major issues related to ship pollution prevention and control, and promote regional cooperation in ship pollution prevention and control. MSA and relevant competent departments of Local government shall, in accordance with national regulations, fulfil international treaties



and regional cooperation agreements related to marine environmental protection that China has concluded or participated in and strengthen international exchanges and cooperation in ship pollution prevention and control.

Article 40: MSA and the competent departments of ecological environment, ocean, transportation, etc. of the local government shall strengthen consultations with the relevant competent departments of provinces and autonomous regions in the Beibu Gulf and Qiong Zhou Strait waters, and share the following information:

- (1) Ship pollution monitoring and warning information;
- (2) Cross regional reception, transportation, and disposal information of ship pollutants;
- (3) Information on the disposal of ship pollution accidents;
- (4) Credit information for ship pollution prevention and control;
- (5) Other information that needs to be shared.

Article 41: MSA shall strengthen the joint logistics of ship pollution prevention and control law enforcement with relevant competent departments and maritime police agencies in the Beibu Gulf and Qiong Zhou Strait waters and form an integrated mechanism in administrative law enforcement mutual assistance, case transfer, and execution connection. MSA should promote the establishment of emergency cooperation mechanisms for ship pollution prevention and control with relevant provincial and autonomous region authorities and maritime police agencies in the Beibu Gulf and Qiong Zhou Strait waters, conduct regional joint exercises, and jointly respond to major or cross regional ship pollution accidents or dangerous situations.

Article 42: Local governments shall establish a cross administrative cooperation mechanism for ship pollution prevention and control, collaborate in carrying out cross administrative ship pollution prevention and control work, share emergency resources for ship pollution prevention and control, implement joint monitoring, joint governance, joint law enforcement, and information sharing.

Article 43: Departments responsible for the supervision and control



of ship pollution prevention and control shall strengthen coordination and cooperation, establish and improve cross regional and cross departmental case notification and transfer systems and cooperation mechanisms, improve case handling information notification mechanisms, and promptly transfer cases to public security organs and coast guard agencies if suspected of committing crimes related to ship pollution environmental violations.

Article 44: If a vessel violates these Regulations by discharging ballast water and sediment into marine nature reserves, seaside scenic spots, important fishing areas, and other areas that require special protection in accordance with the law, MSA shall order it to rectify and impose a fine of not less than CNY20,000.00 but not more than CNY200,000.00.

Article 45: If a vessel pollutant receiving, transporting, or disposing unit violates these Regulations by failing to use a manifest as required, or filling out a manifest that does not meet the requirements, the department exercising supervisory and management power in accordance with these Regulations shall order it to rectify. If it refuses to rectify, it shall be fined not less than CNY2,000.00 but not more than CNY20,000.00. Those who violate this regulation by failing to provide the required receiving documents to the shipowner shall be ordered to make corrections by MSA and the competent transportation department according to their respective responsibilities. Those who refuse to make corrections shall be fined not less than CNY2,000.00 but not more than CNY20,000.00.

Article 46: If a vessel violates these Regulations by opening its seal without meeting the conditions or fails to report to MSA in accordance with regulations after opening its seal if it meets the conditions, MSA shall order it to rectify. If it refuses to rectify, it shall be fined not less than CNY2,000.00 but not more than CNY20,000.00. Those who commit the acts mentioned in the preceding paragraph and cause illegal discharge of pollutants into water bodies shall be punished in accordance with relevant laws and regulations.

Article 47: If a vessel violates these Regulations by using incinerators in coastal port waters, MSA shall order it to rectify and impose a



fine of not less than CNY5,000.00 but not more than CNY30,000.00.

Article 48: If a vessel continues to emit black smoke into the atmosphere during navigation in violation of these Regulations, the MSA shall order it to stop and impose a fine of not less than CNY1,000.00 but not more than CNY10,000.00; If the circumstances are serious or refuse to stop, a fine of not less than CNY10,000.00 but not more than CNY50,000.00 shall be imposed.

Article 49: For acts that violate the provisions of this Regulation and for which no penalty is set forth in this Regulation, if other laws and regulations have separate penalty provisions, those provisions shall prevail.

Article 50: This regulation shall come into effect on June 1, 2025.



Shanghai Highwoods Ship Co, Ltd. is making you partner together efforting in sea environment protection

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