



# 中华人民共和国防治船舶污染内河水域环境管理规定 Provisions of China on the Prevention and Control of Pollution of Inland Waters by Ships



Article 1 The Ministry of Transport (MOT) oversees managing the national prevention and control of pollution of inland river water environment by ships and their operational activities. The national Maritime Safety Administration (MSA) is responsible for the supervision of the prevention and control of pollution of inland river water by ships.

Article 2 The Inland waters under China MSA's jurisdiction refers to Yangtze River, Pearl River, Lingjiang, Xijiang, Yongjiang, Feiyunjiang, Oujiang, Rongjiang, and others. The ports on the inland waters listed are open to foreign flag ships. The rest ports on inland waters are temporally available after foreign flag ship's application is to be approved by authorities on special case. The regulations apply to ships sailing, berthing, operating and staying on the inland waters and applies to all related maritime activities above water or under water.

TAICANG	NANTONG	TAIXING	ZHANGJIAGANG
FU AN	ZHENJIANG	YIZHENG	YANGZHOU
NANJING	MAANSHAN	TAIZHOU	CHANGSHU
JIANGYIN	JINGJIANG	DAGANG	CHANGZHOU
JIANGDU	GAOGANG	WUHU	RUITAI DOCKYARD
MAWEI	MAANSHAN	HAIMEN	NANTONG COSCO

Article 3 The structures, equipment and apparatus for the



prevention and control of pollution of foreign ships shall comply with the relevant international conventions concluded or acceded to by China, be inspected by the flag state government or the ship inspection agency recognized by it, be kept in good technical condition.

If a ship can be exempted from being equipped with corresponding pollutant treatment devices after being inspected by a ship inspection agency, it shall be indicated in the corresponding ship inspection certificate.

Article 4 Ships shall possess, carry with them corresponding certificates and instruments for the prevention and control of pollution of inland waters by ships in accordance with laws, administrative regulations, provisions of the competent department of transportation under the State Council and the requirements of international conventions and agreements concluded or acceded to by China.

Article 5 Crew members should have corresponding professional knowledge and skills in preventing and controlling ship pollution of the inland water environment, be familiar with ship pollution prevention procedures and requirements, undergo corresponding professional training, and hold valid competency certificates and qualification certificates.

Units engaged in relevant operational activities should organize their own operators to receive professional training on pollution prevention and control skills, equipment use, operating procedures, safety protection, and emergency response, to ensure that the operators have relevant professional knowledge and skills in pollution prevention and control.



Article 6 Ports, docks, loading and unloading stations, as well as units engaged in ship repair, dismantling, and salvage operations on water, shall be equipped with corresponding pollution prevention and control facilities, equipment, and equipment in accordance with relevant national norms and standards, and maintain good technical condition. Units in the same port, port area, operation area, or adjacent ports can establish a joint prevention mechanism to achieve the unified allocation and use of pollution prevention and control facilities, equipment, and equipment.

Ports, docks, and loading and unloading stations should receive ship pollutants generated during the production and operation of berthing ships. Units engaged in operations such as ship repair, dismantling, and salvage on water shall handle pollutants generated during the process of ship repair, salvage, and dismantling in accordance with regulations.

Article 7 Ships carrying bulk toxic liquid substances with a total weight of 150 tons or more shall develop an "Emergency Plan for Pollution of Toxic Liquid Substances on Board" and cargo information documents in accordance with the regulations of MOT, clarifying emergency management procedures and layout requirements. Ships carrying bulk toxic liquid substances with a total tonnage of 400 or more can develop an "On Board Pollution Emergency Plan" to replace the "On Board Toxic Liquid Pollution Emergency Plan" and the "On Board Oil Pollution Emergency Plan".

Waterway transportation enterprises should develop



emergency rescue plans for hazardous chemical accidents on transport vessels based on the hazardous characteristics of the transported hazardous chemicals and equip transport vessels with sufficient and effective emergency rescue equipment and equipment.

Operators of ports, docks, loading and unloading stations, as well as relevant operating units, shall formulate emergency plans to prevent and control pollution of inland water environment by ships and their operational activities, organize emergency drills at least once a year, and keep records.

Article 8 If the establishment of special protected water areas in accordance with the law involves the prevention and control of ship pollution of the inland water environment, the opinions of MSA shall be sought in advance, and MSA shall issue a navigation notice (warning). For the establishment of special protected water areas, facilities for receiving and treating ship pollutants should be set up at the same time. Ships navigating, berthing, or operating in special protected waters shall comply with the relevant pollution prevention regulations and standards in special protected waters.

Article 9 Ships or relevant operating units that cause pollution damage to the water environment shall bear the liability for compensation for pollution damage in accordance with the law.

The owner or operator of ships transporting hazardous chemicals through inland waterways shall purchase ship pollution liability insurance or obtain financial guarantees. A copy of the ship pollution liability insurance certificate or



financial guarantee certificate shall be carried with the ship.

Article 10 The parties involved in a dispute over compensation for pollution damage caused by a ship pollution accident may apply to MSA for mediation. During the mediation process, if the parties apply for arbitration, file a lawsuit with the people's court, or if one party withdraws from the mediation midway, they shall promptly notify MSA, which shall terminate the mediation and notify other parties.

If the mediation is successful, all parties shall jointly sign the "Agreement on Mediation of Civil Disputes over Ship Pollution Accidents". If mediation fails or no mediation agreement is reached within 3 months, mediation shall be terminated.

Article 11 Ships navigating, berthing, and operating in inland waters shall not discharge pollutants into the waters in violation of laws, administrative regulations, norms, standards, and regulations of the Ministry of Transport. Pollutants from ships that do not comply with emission regulations should be handed over to [qualified shore facility](#) for reception and treatment.

Ships are prohibited from discharging toxic liquid substances and their residues, or ballast water, tank washing water, or other mixtures containing such substances into inland water bodies.

Ships are prohibited from using incinerators in inland waters.

It is prohibited to use oil spill dispersants in inland waters.



Article 12 Oil tankers and oil barges of 150 gross tons and above, as well as tug fleets of non-oil tankers and non-oil barges of 400 gross tons and above, shall truthfully and normatively record the oil operations in the "Oil Record Book" signed by MSA.

Ships carrying toxic liquid substances in bulk shall truthfully and normatively record the relevant operations in the Cargo Record Book signed by MSA.

The ship shall keep the used "Oil Record Book" and "Cargo Record Book" on board for 3 years.

Article 13 Ships with a length of 12 meters or more should set up garbage billboards that meet the format requirements, informing crew members and passengers of the requirements for garbage management. Ships with a total tonnage of 100 tons or more, as well as those approved to carry 15 or more personnel and have a single voyage of more than 2 kilometers or a voyage time of more than 15 minutes, shall hold the "Ship Garbage Management Plan" and the "Ship Garbage Record Book" signed by MSA, and truthfully and normatively record the relevant garbage collection and treatment situation in the "Ship Garbage Record Book". The Ship Garbage Record Book should be always available for inspection and kept on board for 2 years after use.

Article 14 It is prohibited to discharge ship garbage into inland waters. Ships should be equipped with covered, non-leaking, and non-overflowing garbage storage containers or bagged, and the generated garbage should be classified, collected, and stored in accordance





with the Ship Garbage Management Plan.

If a ship discharges garbage containing toxic and harmful substances or other hazardous ingredients into [Shore reception facilities](#) to receive them, it shall provide with [applications](#) at least 72 hours prior to arrival.

Article 15 When ships navigate inland rivers they should use sound devices in accordance with regulations and comply with relevant requirements for environmental noise pollution prevention and control.

Article 16 The fuel used by ships should comply with relevant laws, regulations, and standards, and encourage the use of clean energy by ships. The ship shall not discharge the exhaust gas generated by the operation of the power plant and the Volatile organic compound generated on board to the atmosphere in excess of the relevant standards.

Article 17 Ship garbage, ballast water, domestic sewage and other pollutants from ships in epidemic areas should be quarantined by the quarantine department before they can be received and treated.

Article 18 After the completion of pollutant reception operations, [the shore facility agency](#) of ship pollutants shall issue a pollutant reception and treatment certificate to the ship, and hand over the received ship pollutants to the relevant onshore units for treatment according to regulations.

The disposal receipt should indicate the names of both parties involved in the operation, the time and location of



the start and end of the operation, as well as the types and quantities of pollutants, and be signed and confirmed by the ship owner. The ship shall keep the pollutant reception certificate and relevant record books together for future reference.

Article 19 Those vessels engaged in the [tank cleaning, tank washing, pollutant reception, bunkering, repair, salvage, dismantling, waste removal, as well as other water and underwater activities](#), shall comply with relevant operating procedures and take necessary pollution prevention and control measures.

When a ship is engaged in the relevant operations listed in the preceding paragraph in the port, it shall report the operation time, operation content and other information to MSA through Very high frequency, telephone or information system.

Article 19 Where the shipper delivers the goods with pollution hazards to the ship for carriage, it shall take effective pollution prevention measures to ensure that the condition of the goods meets the requirements of the ship for carriage and pollution prevention, and indicate the Correct name, quantity, pollution category, nature, prevention and emergency measures of the goods on the transport document.

Empty containers and transportation components that have previously carried polluting goods should be transported according to the requirements of the original cargo before thorough cleaning or elimination of the hazards.





If the nature of the pollution hazards of the goods carried by the delivery vessel is unknown, the owner or agent of the goods shall entrust an institution with corresponding technical capabilities to evaluate and classify the pollution hazards of the goods, determine safe transportation conditions, and then deliver the goods to the vessel for transportation.

Article 20 Ships carrying pollution hazardous goods should have pollution prevention conditions that are suitable for the hazardous nature of the goods carried.

Ships are not allowed to carry goods with unknown pollution hazards and hazardous chemicals that exceed the limited quantity requirements for a single ship specified in relevant standards and regulations.

Article 21 Ships transporting goods that emit toxic and harmful gases or dust substances shall adopt sealing or other protective measures.

Both parties involved in the loading, unloading, and lightering operations of the goods mentioned in the preceding paragraph shall take measures to recover toxic and harmful gases during the operation process.

Article 22 For the loading and unloading of hazardous goods caused by bulk liquid pollution, both parties involved in the operation should confirm the relevant pollution prevention measures before the operation, fill out the pollution prevention checklist according to regulations, and strictly implement the pollution prevention measures during the operation process.

Article 23 When engaging in the water transfer



operation of bulk liquid pollution hazardous goods, ships shall comply with relevant operating procedures, determine operating plans in conjunction with the operating unit, reasonably configure and use loading and unloading pipelines and equipment, fill out pollution prevention inspection forms in accordance with regulations, and develop and implement pollution prevention measures based on the characteristics and operating methods of the goods.

Article 24 When a vessel conducts the following operations, and the operating volume of the trunk lines of the Yangtze River, the Pearl River and Heilongjiang River systems exceeds 300 tons and that of other inland waters exceeds 150 tons, the ports, wharves and loading and unloading stations shall take anti-pollution measures, including the deployment of oil booms, and the operator of the lightering operations shall be responsible for the lightering operations:

- (1) Loading, unloading and lightering operations of bulk persistent oils, except for ship fuel supply operations;
- (2) Loading, unloading and lightering operations for bulk toxic liquid substances with a specific gravity less than 1 (relative to water) and a solubility less than 0.1%;
- (3) Other operations that may cause serious water pollution.

Due to natural conditions and other reasons, if it is not suitable to install oil fences, effective alternative measures



should be taken.

Article 25 Units engaged in ship fuel supply operations shall establish management systems and emergency plans for pollution prevention and control, and be equipped with sufficient pollution prevention equipment, equipment, and qualified personnel.

When engaged in ship fuel supply and reception operations, both parties shall confirm the relevant pollution prevention measures before the operation, fill out the pollution prevention checklist according to regulations, and strictly implement the pollution prevention measures during the operation process.

Article 25 Water fuel refueling stations engaged in ship fuel supply and reception operations shall meet the requirements of national pollution prevention technical standards.

The water fuel refueling station shall handle relevant procedures according to the transfer operation of pollution hazardous goods when accepting fuel replenishment operations.

Article 26 The pollutants generated during the repair and related operations of ships on water should be promptly removed and should not be thrown into the water.

If pollutants in the fuel tanks and cargo tanks of ships need to be delivered and stored through lighterage, they shall comply with the management requirements for pollution hazardous cargo lighterage operations.



After the repair work carried out in the dock is completed, the operating unit shall clean and clean the dock, and confirm that it will not cause water pollution before sinking the dock or opening the dock door.

Article 27 Units engaged in ship dismantling on water should implement pollution prevention measures in accordance with regulations, thoroughly remove pollutants left on board, and only after meeting the operating conditions can they carry out ship dismantling operations.

Units engaged in the dismantling of ships on water shall, after the dismantling operation is completed, promptly clean up the site of ship dismantling and dispose of the pollutants generated from ship dismantling in accordance with relevant national regulations.

It is prohibited to use beach flushing for ship dismantling operations.

Article 28 MSA shall cooperate with the local people's government to formulate emergency plans for ship pollution accidents and carry out emergency response work.

Article 29 If a pollution accident occurs on a ship, it shall immediately and truthfully report to the nearest MSA, and at the same time initiate an emergency plan or procedure for pollution accidents and take corresponding measures to control and eliminate pollution. After the initial report, ships should also make supplementary reports based on the progress of pollution accidents.



After receiving the report, MSA shall immediately verify the relevant situation and report to the superior MSA and the local people's government at or above the county level in accordance with regulations. MSAs and relevant units shall, under the unified leadership and command of local people's governments, carry out corresponding emergency response work in accordance with the division of responsibilities.

Article 30 A ship that has suffered a ship pollution accident shall submit a "Ship Pollution Accident Report" to MSA in the place where the accident occurred within 24 hours after the accident occurred. If the "Ship Pollution Accident Report" cannot be submitted within the specified time due to special circumstances, it may be appropriately delayed with the consent of MSA, but the maximum time shall not exceed 48 hours.

The "Report on Ship Pollution Accidents" should at least include the following content:

- (1) The name, nationality, call sign or serial number of the ship;
- (2) The name and address of the owner, operator, or manager of the ship;
- (3) The time and location of the accident, as well as the relevant meteorological and hydrological conditions;
- (4) Preliminary judgment on the cause of the accident or the cause of the accident;
- (5) Overview of the types, quantities, and loading locations of pollutants on board the ship;
- (6) Accident pollution situation;
- (7) Emergency response situation;
- (8) Situation of ship pollution damage liability insurance.



Article 31 If the ship is in danger of sinking or the crew abandons the ship, all valves in the liquid cargo tanks or oil tank (container) piping should be closed as much as possible, relevant ventilation holes should be blocked to prevent leakage, and the quality, quantity, type, and loading location of the ship's fuel, pollution hazardous goods, and other pollutants should be reported to MSA.

Article 32 If an accident occurs on a ship that causes or may cause pollution to the inland water area, the owner or operator of the ship shall promptly eliminate the pollution impact. If the pollution impact cannot be eliminated in a timely manner, MSA may take necessary measures such as clearing, salvaging, towing, piloting, and lightering, and the expenses incurred shall be borne by the responsible person.

Ships and their owners or operators who are legally required to bear the fees specified in the preceding paragraph shall pay the relevant fees or provide corresponding financial guarantees before sailing.

Article 33 The investigation and handling of ship pollution accidents shall be organized and implemented in accordance with the following provisions:

- (1) Major or above ship pollution accidents shall be investigated and handled by the Ministry of Transport;
- (2) Major ship pollution accidents shall be investigated and handled by the national MSA;
- (3) Major ship pollution accidents shall be investigated and handled by directly affiliated MSAs or provincial-level





local MSAs;

(4) Ship pollution accidents of general level and below shall be investigated and handled by MSA in the place where the accident occurred.

If the location of a major or lower-level ship pollution accident is unknown, MSA in the place where the accident was discovered shall be responsible for investigating and handling it. If the place where the accident occurred or the place where the accident was discovered crosses jurisdictional areas or if there is a dispute over jurisdiction among relevant MSAs, the joint superior MSA shall determine the investigation and handling agency.

Article 34 The accident investigation agency shall conduct accident investigations in a timely, objective, and impartial manner, inspect the accident scene, inspect relevant ships, inquire about relevant personnel, collect evidence, identify the cause of the accident, and determine the responsibility for the accident.

The investigation of ship pollution accidents should be carried out by at least two investigators.

Article 35 In cases where evidence may be lost or difficult to obtain in the future, accident investigation agencies may register and preserve corresponding certificates, documents, and materials in accordance with the law.

Article 36 The types of evidence for investigating ship pollution accidents include:



- (1) Documentary evidence, physical evidence, audio-visual materials, electronic data;
- (2) Witness testimony;
- (3) Statement by the parties involved;
- (4) Appraisal opinions;
- (5) Inspection records, investigation records, and on-site records;
- (6) Other evidence that can prove the facts.

Article 37 If a ship causes pollution to the inland water area, it shall actively cooperate with the accident investigation agency for investigation. The parties involved in ship pollution accident and other relevant personnel shall truthfully report the situation and provide information, and shall not forge, conceal, destroy evidence or obstruct the investigation and collection of evidence in any other way.

The documentary evidence, physical evidence, and audio-visual materials provided by the parties involved in ship pollution accident and other relevant personnel shall be original. If the original cannot be provided and non-original materials such as transcripts, photocopies, photos, etc. are provided, they shall sign for confirmation; If the confirmation is refused, the accident investigation personnel shall indicate the relevant situation.

Article 38 Under the following circumstances, the accident investigation agency may organize MSAs and relevant departments at all levels to carry out joint investigations of ship pollution accidents in accordance with the prescribed procedures:

- (1) The vessel causing the pollution accident has



escaped;

(2) The vessel suspected of a pollution accident has departed from the port;

(3) A pollution accident has occurred in the jurisdiction, but the source of the pollution cannot be confirmed at the moment. After analysis, there is suspicion of accidents on past ships.

Article 39 The accident investigation institution shall, within 20 working days from the date of closure of the accident investigation, prepare a certificate of determination for the ship pollution accident and deliver it to the parties involved.

The certificate of determination for a ship pollution accident shall specify the basic information of the accident, the cause of the accident, and the responsibility for the accident.

If MSA is unable to identify the source of pollution or find the vessel causing pollution within 6 months from the date of receiving the report of a ship pollution accident or discovering the ship pollution accident, the accident investigation may be terminated with the approval of the person in charge of the ship pollution accident investigation and handling agency, and the reason for the termination of the investigation shall be indicated in the ship pollution accident identification form.

Article 40 Those who violate these regulations and have one of the following circumstances shall be ordered by the maritime administrative agency to make corrections and fined not less than 20000 yuan but not more than



30000 yuan:

- (1) Ships discharge domestic sewage, oily sewage, etc. into inland waters beyond the standard.
- (2) The ship emits exhaust gas generated by the operation of the ship's power plant into the atmosphere beyond the standard;
- (3) Ships discharging residues of toxic liquid substances or ballast water, tank washing water, and other mixtures containing such substances in inland waters;
- (4) Ships using incinerators in inland waters;
- (5) Failure to use oil spill dispersant according to regulations.

Article 41 In case of any of the following circumstances in violation of Articles 14, 15 and Twenty-One Demands of these Provisions, the maritime administrative agency shall order correction and impose a fine of not less than 3000 yuan but not more than 10000 yuan:

- (1) Failure of vessels to truthfully record oil operations, bulk toxic liquid substance operations, and garbage collection and treatment in accordance with regulations;
- (2) Ships engaged in activities such as clearing, washing, receiving pollutants, providing fuel, repairing, salvaging, and clearing pollution on water vessels in the port without reporting to MSA as required.

If a ship fails to keep the "Oil Record Book," "Cargo Record Book," and "Ship Garbage Record Book" in accordance with regulations, MSA shall order it to make corrections and impose a fine of not less than 1000 yuan but not more than 5000 yuan.



Article 42 If anyone violates Article 4, Twenty-One Demands, 24 and 27 of these Provisions and has one of the following circumstances, the maritime administrative agency shall order him to make corrections and impose a fine of over 10000 yuan.

Three Fines below 10000 yuan:

(1) Ports, docks, loading and unloading stations, as well as units engaged in ship repair, salvage and other operational activities, have not been equipped with pollution prevention and control facilities, equipment, and equipment in accordance with regulations;

(2) Engaging in activities such as clearing, washing, receiving pollutants, supplying and receiving fuel, repairing, salvaging, and clearing pollution on water vessels without complying with operating procedures or taking necessary pollution prevention and control measures;

(3) Transport, loading, unloading, and lightering of goods that emit toxic and harmful gases or dust substances, and the vessel has not taken sealing or other protective measures, and both parties involved in loading, unloading, and lightering operations have not taken measures to recover toxic and harmful gases;

(4) Failure to install oil fences or other alternative pollution prevention measures in accordance with regulations.

Article 43 Those who violate Article 7, Article 20, Article 25, and Article 26 of these regulations and have any of the following circumstances shall be ordered by the maritime



administrative agency to stop the illegal act and fined not less than 5000 yuan but not more than 10000 yuan:

(1) The unit engaged in relevant operational activities has not organized professional training for its relevant personnel;

(2) The receiving unit of ship pollutants fails to issue a ship pollutant receiving certificate to the ship owner in accordance with regulations;

(3) Engaging in loading, unloading, and lightering operations of hazardous goods caused by liquid pollution in bulk, where both parties fail to fill out the pollution prevention inspection form as required.

Article 44 If a vessel violates Article 10 of these regulations and fails to comply with the relevant pollution prevention regulations and standards for special protection waters, the maritime administrative agency shall order it to stop the illegal act and impose a fine of not less than 10000 yuan but not more than 30000 yuan.

Article 45 If a vessel violates Article 23 of these regulations by carrying goods with unknown pollution hazards, the maritime administrative agency shall order it to make corrections and impose a fine of not less than 5000 yuan but not more than 20000 yuan on the vessel.

Article 46 If a pollution accident occurs on a ship and the report is not submitted in accordance with regulations or the "Ship Pollution Accident Report" is not submitted in accordance with regulations, MSA shall impose a fine of





not less than 20000 yuan but not more than 30000 yuan on the ship; The directly responsible supervisor and other directly responsible personnel shall be fined not less than 10000 yuan but not more than 20000 yuan.

Article 47 Administrative law enforcement personnel of MSAs who abuse their power, neglect their duties, engage in favoritism, engage in illegal misconduct, shall be given administrative sanctions in accordance with the law; If a crime is constituted, criminal responsibility shall be pursued in accordance with the law.

#### Article 48

The meanings of the following terms in this regulation are:

(1) Toxic liquid substances refer to substances that are discharged into water bodies and will pose a threat to water resources or human health, or cause damage to the legitimate use of water resources. Any substance included in the list of pollution categories in Chapter 17 or 18 of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk or temporarily assessed as X, Y or Z category.

(2) Pollution hazardous goods refer to goods that directly or indirectly enter water bodies, which can damage the quality of water bodies and the environment, and have harmful effects on biological resources, human health, etc.

(3) Special protected waters refer to those waters that need special protection, such as nature reserves, drinking Source water protection areas, fishery resources protection areas, tourist attractions, etc., which are designated and announced by the people's governments at various levels in accordance with relevant regulations.



(4) Water fuel refueling station refers to a barge or vessel that is fixed in a certain water area and has a fuel storage function to supply fuel to ships.

Article 49 If the provisions of this regulation on the prevention and control of ship pollution in boundary river waters are inconsistent with the international conventions and agreements that China has concluded or joined, the international conventions and agreements that China has concluded or joined shall apply.

The supervision and management of preventing and controlling pollution of inland water environment by military vessels and fishing vessels shall not be applicable to this regulation.

Article 50 This regulation shall come into effect on May 1, 2016.