

# Agreement for Ship Pollution Response in China

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# Laws and Legislations

- “Marine Environment Protection Law of the People's Republic of China”, effective as of March 1, 1983
- “Regulations of the People’s Republic of China on Administration of the Prevention and Control of Marine Environment Pollution from Ships” Enforcement: March 1, 2010 ([RAPCMEPS](#))
- “Regulations of the People’s Republic of China on Emergency Preparedness and Response on Marine Environment Pollution from Ships” Enforcement: April 1, 2011 ([REPRMEPS](#))

# Laws and Legislations

- The owner, manager or actual operator of a ship (Party A) shall, prior to ship's operation or entering into or leaving from a port, conclude this Agreement with a qualified ship pollution response organization (Party B) in accordance with Article 33 of the **RAPCMEPS**, relevant provisions of the **REPRMEPS** and relevant provisions of the Detailed Rules of Maritime Safety Administration of the People's Republic of China on the Implementation of the Administration Regime of Agreement for Ship Pollution Response.

# Agreement for Ship Pollution Response

China has become the world largest trading country. In 2013, the total volume of import and export trade of the People's Republic of China achieved over 4,160 billion US dollars.



Extensive shipping demand



Increased risk of potential oil spill accidents



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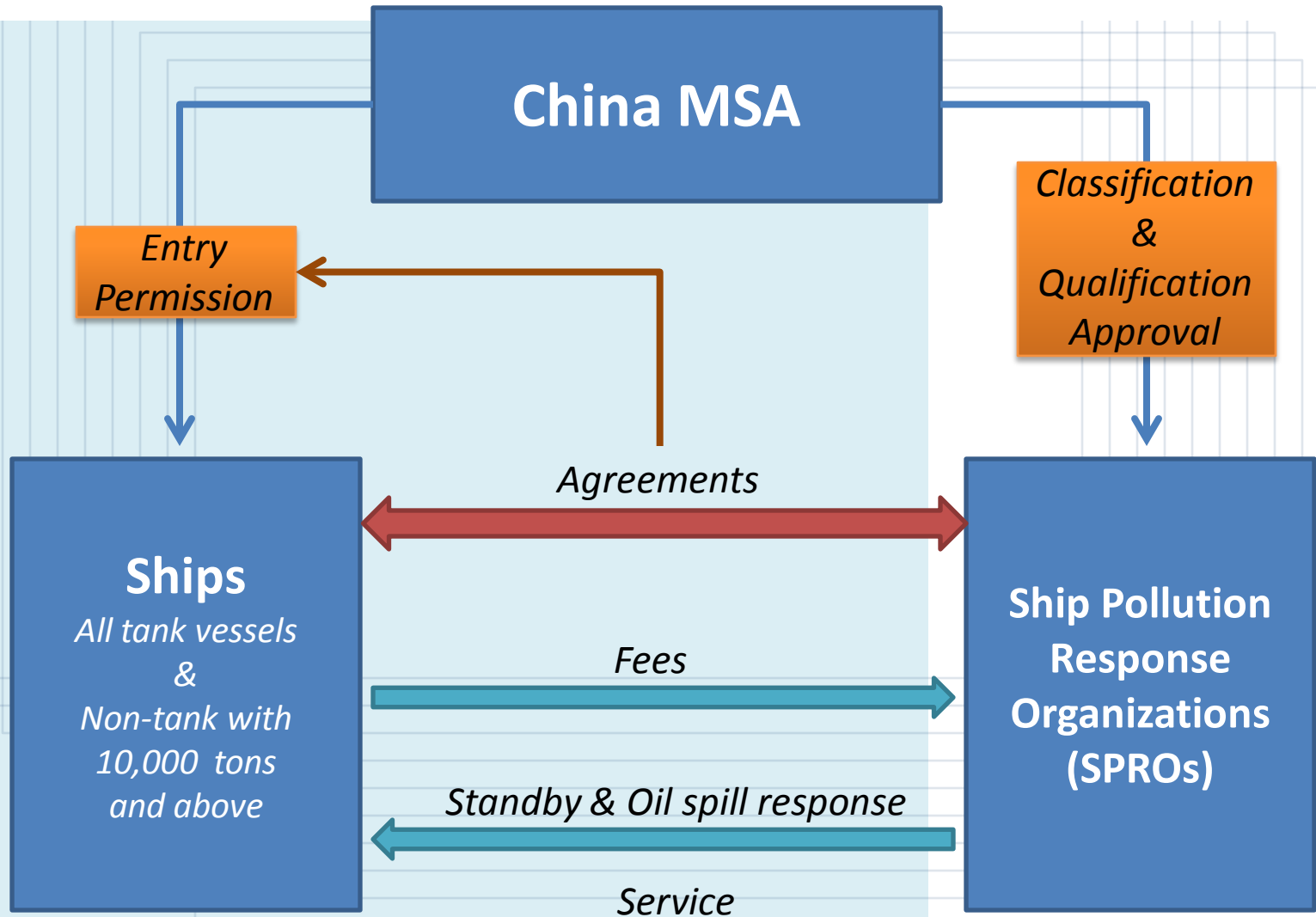
# Agreement for Ship Pollution Response

China ASPR has a common idea with the regulations of Vessel Response Plan (VRP) and Non-tank Vessel Response Plan (NTVRP) conducted from the OPA90 of the United States. **Immediate response before compensation in order to minimize the impact from oil spill accidents.**

China is the first developing nation which implements relevant regulations on oil spill response.

ASPR enhanced the availabilities of resource and the capabilities of oil spill response in China.

# Agreement for Ship Pollution Response



# ASPR Implementation status and issues

## Each Class I Approved SPRO

(121 Class I SPROs in total)



At least 2 professional clean-up workboats



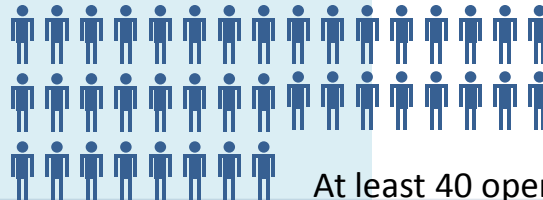
At least 8 auxiliary boats



At least 3 senior commanders



At least 8 on-scene commanders

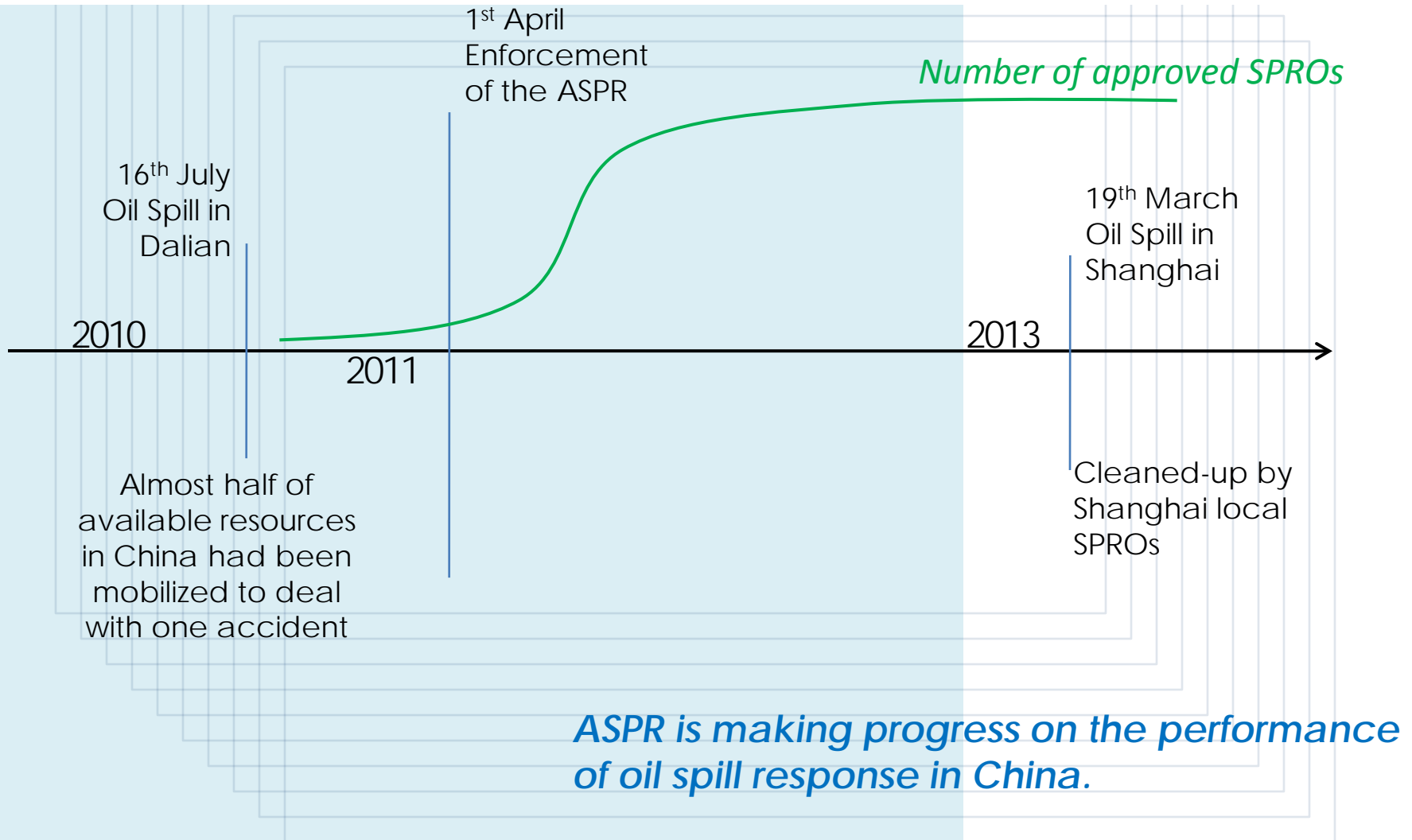


At least 40 operation personnel

Other oil spill response facilities and equipments:  
Skimmers, booms, absorbents, etc.



# ASPR Implementation status and issues



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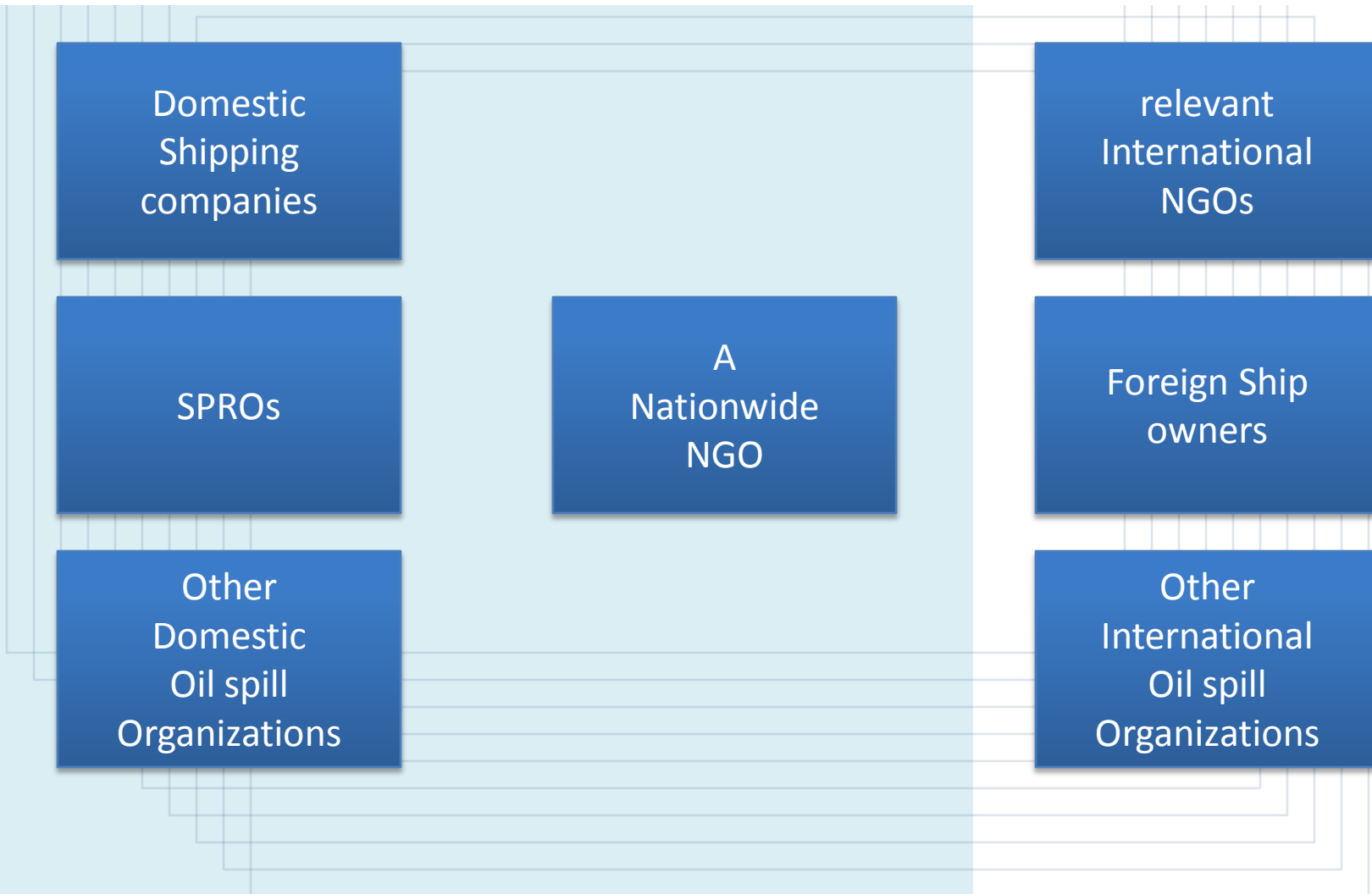
## Key issues:

There are 147 approved SPROs (121 Class I) operate on ports of the People's Republic of China.

Vicious competitions between SPROs those operate in a same port, some SPROs are too shaky to maintain the business.

There is no standard on the ASPR agreement fee collection, the price difference and the number of too much SPROs are making confusions to foreign ship owners.

# Solutions and prospective outcomes



# Solutions and prospective outcomes

Eliminate Vicious competitions between SPROs

Reduce the number of SPROs through integrations

Unify the ASPR fee standard on a nationwide level

Reduce the charge of the ASPR fees as appropriate

Enhance the sustainability of the ASPR



Thank you!