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

Government
Laws & Regulations

ASPR

Social Force
SPROs

TACKLE
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

China MSA

Ships
- All tank vessels
- Non-tank with 10,000 tons and above

Entry Permission

Classification & Qualification Approval

Ship Pollution Response Organizations (SPROs)

Agreements

Fees

Standby & Oil spill response

Service
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

Almost half of available resources in China had been mobilized to deal with one accident.

ASPR is making progress on the performance of oil spill response in China.
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

- Domestic Shipping companies
- SPROs
- Other Domestic Oil spill Organizations
- A Nationwide NGO
- relevant International NGOs
- Foreign Ship owners
- Other International Oil spill Organizations
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!