

## Official Release of the 2025 Revised Edition of the Administrative Measures for the Ship Pollution Response Agreement Regime.

Ingosstrakh's P&I Correspondent in China Messrs. Huatai Insurance Agency & Consultant Service Ltd., keeps us in loop of update concerning the "Administrative Measures for the Ship Pollution Response Agreement Regime" issued by the Maritime Safety Administration of the People's Republic of China.

Recently, the Maritime Safety Administration (MSA) of the Ministry of Transport of the People's Republic of China revised and issued the 2025 edition of the Administrative Measures for the Ship Pollution Response Agreement Regime (hereinafter referred to as the "New Measures"). The New Measures shall come into force on May 20, 2025, and its 2020 edition shall be repealed simultaneously. This Circular aims to introduce the core content of the amendments and their significance, provide relevant suggestions and the free translation of the New Measures.

### Core Contents of the Amendments

The New Measures consist of seven chapters and twenty-five articles. In addition to making structural adjustments and optimizations to its 2020 edition, as well as some minor amendments to the wordings, the core contents of this revision are summarized in the table below:

Amendment Area	2020 Provisions	2025 Amendments	Key changes and Their Significance
Qualifications of Emergency Personnel	Emergency senior and on-site command personnel of the Ship Pollution Response Organizations (SPROs) must participate in IMO training, obtain certificates, and maintain knowledge refreshment (without specifying training	1. Clarify that senior command personnel, on-site command personnel, and emergency operation personnel of SPROs shall possess corresponding capabilities.	Enhance requirements on capabilities and training for personnel of SPROs, strengthen the sustainability of personnel capabilities, and eliminating "one-time compliance" approach to

	cycle and record-keeping duration).	<p>2. Mandate knowledge refreshment cycles for senior and on-site command personnel shall not exceed 2 years, and SPROs must retain training records for at least 2 years.</p> <p>3. Delete expressions of self-organize training for emergency operation personnel by SPROs.</p>	personnel qualifications
Requirements for Pollution Response Equipment and Materials	Emergency equipment and materials must be appropriately labeled by SPROs and shall be automatically identifiable.	Remove the requirement for the emergency equipment and materials must be "automatically identifiable".	Reduce cost burdens of SPROs, adapt to differentiated industry development, minimize unnecessary technological dependency, and achieve a balance between regulatory requirements and implementation feasibility
Ship Pollution Response Industry Associations	A SPRO may voluntarily join relevant industry associations. Industry associations may, through industry self-regulation, standardize the	<p>1. Delete the provisions in the preceding column.</p> <p>2. Encourage SPROs to promote standardized industry</p>	1. Strengthen the statutory supervisory responsibilities of maritime administrative authorities, ensure the emergency pollution response

	<p>signing and performance of ship pollution response agreements, conduct emergency pollution response capability assessments, organize training for senior emergency command personnel and on-site command personnel, negotiate and determine standard clauses for ship pollution response agreements with shipowner associations or ship pollution liability insurance institutions, and publish information to the public through internet platforms.</p>	<p>development and enhance emergency pollution response capabilities for ship pollution incidents through self-regulatory management.</p>	<p>capabilities of SPROs, and establish a sound market order for ship pollution response.</p> <p>2. Encourage self-regulatory management.</p>
<p>Circumstances Under Which Ships May Be Exempted from Concluding Ship Pollution Response Agreements</p>	<p>Clean energy types limited to liquefied gas and electricity only.</p>	<p>Add exemptions for clean energy ships using "alcohols".</p>	<p>Expand the scope of exemptions, align with the green shipping trend, support the application of clean energy technologies, and reduce compliance costs for relevant ship operators.</p>
<p>Information Disclosure by SPROs</p>	<p>Provisions on information disclosure requirements for changes in pollution response capabilities or</p>	<p>If the pollution response capabilities or service area of a SPRO changes, it shall publish the changes to the</p>	<p>Strengthen dynamic management, avoid inconsistency of market information,</p>

	service areas of SPROs are not provided.	public at least 30 days before signing its first ship pollution response agreement after the change.	protect the rights and interests of ship operators, and reduce risks of agreement performance.
Information Submission by SPROs	SPROs shall submit information to local maritime administrative authorities through the maritime information system in accordance with Article 15 of the Emergency Regulations.	SPROs shall simultaneously submit the information published to the public to the maritime administrative authorities in their service areas through the information system designated by the Maritime Safety Administration of China.	Clarify the timing and recipients of information submission by SPROs, so as to facilitate the supervision and management by maritime administrative authorities.
Frequency of Supervision and Inspections by Maritime Administrative Authorities	There is no explicit stipulation on the time limit for maritime administrative authorities to conduct inspections after receiving information submitted by SPROs, nor on the frequency of regular inspections of such organizations	Require maritime administrative authorities to conduct supervisory inspections and publish results within 30 days of receiving information from SPROs, and carry out at least one emergency pollution response capability inspection of each SPRO annually.	Specify the inspection time limits and frequencies for maritime administrative authorities to inspect SPROs, and ensure that SPROs continuously maintain high-level emergency pollution response capabilities through institutionalized and regular supervision
Reporting Requirements When Terminating Ship Pollution	If a ship operator and a SPRO terminate an agreement in advance or the	For routine terminations, report immediately to the maritime	Clarify the reporting objects for ship operators and SPROs under different scenarios.

Response Agreements	agreement becomes invalid due to breach of contract by either party, they shall immediately report to the local maritime administrative authority; if a pollution incident occurs after a signed agreement's ship enters the service area, the parties may negotiate to terminate or dissolve the agreement under specific conditions, but the reporting object is not specified.	administrative authority where the SPRO is located; for post-incident terminations, report immediately to the incident emergency command authority.	
Definition of 'Owned' for Emergency Response Ships	A SPRO is the owner or operator of the emergency ship.	A SPRO is the owner of the emergency ship, has completed ship ownership registration in accordance with relevant regulations, holds an ownership share of not less than 51%, and has actual control over the ship.	Tighten ownership requirements for emergency response ships, close loopholes in "agreement-based ownership" (e.g., leasing), strengthen the actual control of SPRO over emergency ships, and ensure the stability of emergency resources

The implementation of the New Measures will further standardize the ship pollution response agreement regime, strengthen the management of SPROs, enhance their emergency pollution response capabilities, and promote the healthy and orderly development of the industry. The revision focuses on the management of SPROs and supervision and inspection by maritime administrative authorities. In this regard, Huatai provide the following recommendations for the consideration of ship operators.

The full text of the circular is available via the [link](#).