

# JAPAN P&I NEWS

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To the Members

## **China—Shanghai MSA Issues “Measures for the Administration of Ship Crude Oil Washing Operations”**

We have obtained information from our China correspondent, Huatai Insurance Agency & Consultant Service Ltd., regarding the “Measures for the Administration of Ship Crude Oil Washing Operations” issued by the Shanghai Maritime Safety Administration (Shanghai MSA).

These Measures, effective from 1 January 2026, aim to further standardise safety and pollution prevention management for Crude Oil Washing (COW) operations within the waters under the jurisdiction of the Shanghai MSA.

For a detailed summary of the 12-hour advance reporting requirement, equipment and personnel qualifications, and suggested risk control measures, please refer to the attached circular.

Yours faithfully,

**The Japan Ship Owners’ Mutual Protection & Indemnity Association**

Attachment: Huatai Circular No.PNI (2026) 01



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## **Shanghai MSA Issues "Measures for the Administration of Ship Crude Oil Washing Operations"**

Dear Sir or Madam,

Shanghai MSA revised and issued the *Measures for the Administration of Ship Crude Oil Washing Operations* (formerly titled "the *Measures for the Administration of Ship Crude Oil Washing Operations in Shanghai Port*, hereinafter referred to as the "Measures") on November 14, 2025, which came into force on January 1, 2026. This revision aims to address potential risks arising from the trend of upsizing of ships and increased frequency of crude oil transportation, and to further standardize the safety and pollution prevention management of crude oil washing (COW) operations of ships within the waters under the jurisdiction of Shanghai MSA (including Shanghai Port and its surrounding waters).

This Circular is addressed to the Clubs and their Members, ship Managers/Operators, Masters, and relevant onboard operating personnel. It outlines the key provisions of the Measures, provides operational guidance and risk control measures based on industry best practices, and assists all relevant parties in familiarizing themselves with the requirements of the Measures, so as to safeguard the operational safety and reduce liability risks.

### **Main Content of the Measures**

#### **(I) Scope of Application and Definitions**

1. The Measures apply to ship COW operations and related entities, ships, and personnel within the waters under the jurisdiction of Shanghai MSA.

2. COW refers to the operation where crude oil tankers use the carried cargo oil as the cleaning medium. This oil is jetted under high pressure through washing machines into the cargo oil tanks, relying on the natural dissolving properties of the crude oil itself to remove oil residues adhering to the tank bulkheads, structures, and bottom, which is then discharged ashore along with the cargo oil.

## **(II) Equipment and Certificate Requirements**

1. COW systems, their auxiliary equipment, inert gas systems (IGS), and other related equipment must comply with relevant technical specifications and international conventions, and be inspected and certified as compliant.
2. Ships must be equipped with a *Crude Oil Washing Operations and Equipment Manual* (COW Manual) recognized by the competent authority and calibrated gas detection equipment (e.g., detectors for oxygen, flammable gases, toxic gases, etc.).

## **(III) Personnel Qualifications and Training**

COW supervisors and operators must complete specialized training, be familiar with the relevant content of the ship's COW Manual, and possess the corresponding work experience.

## **(IV) Operation Reporting Procedures**

Ships must submit a report to the competent local branch of MSA via the Maritime Information Management and Service Platform 12 hours before the commencement of operations, providing information including the scheduled operation time and location, ship name, contact person, list of equipment to be used, details of operating personnel and their training certificates, and pollutant disposal plan, among other relevant particulars. Any changes to the planned operations must be reported promptly.

## **(V) Operational Controls**

1. COW operations should, in principle, be conducted during daylight hours.

For nighttime operations, adequate lighting must be provided. Operations are prohibited when warnings for high temperatures, thunderstorms, typhoons, or other adverse weather conditions are issued.

2. Prior to COW operations, the ship must develop a detailed operational plan, identify and conduct a risk assessment, taking measures to minimize risk levels as much as possible. Safety measures may include, but are not limited to: using intrinsically safe tools, having fire-fighting equipment on standby, ensuring personnel wearing anti-static protective gear, switching the air conditioning to partial recirculation (with positive pressure maintained) or shutting it down, and closing all external ventilation openings in the accommodations, posting or displaying warning signs conspicuously in locations such as the cargo control room, engine control room, bridge and deck, and bulletin boards.
3. Ships conducting COW operations must have available "COW Operation Check Lists" and perform inspections in accordance with the stipulated requirements.
4. During COW operations, oxygen concentration in cargo tanks must be maintained below 8%, and below 5% in the main IGS pipeline. Maintain clear communication between the deck and cargo control room.
5. Article 19 of the Measures lists the circumstances under which the operation shall be suspended (such as excessive oxygen concentration, equipment failure, adverse weather, etc.). After suspension, the maritime department must be promptly notified.
6. Article 20 of the Measures lists the on-board operations prohibited during COW (such as overhaul and use of radar, hot work, etc.).

## **(VI) Records and Emergency Response**

1. Upon completion of the operations, the relevant particulars shall be accurately and truthfully recorded in the *Oil Record Book*.
2. In case of leakage or other accidents, the emergency plan shall be immediately activated, and the maritime department shall be notified

promptly.

## **(VII) Supervision and Penalties**

1. Shanghai MSA exercises supervision and inspection over COW operations within its jurisdiction. Local branch MSAs carry out on-site inspections in accordance with relevant provisions to verify whether such COW operations comply with the provisions of national laws, regulations, mandatory standards, and the relevant requirements of international conventions.
2. If branch MSAs identify safety hazards during inspections, they shall order the elimination of such hazards either immediately or within a specified time limit. For those who fail to rectify the hazards as required, enforcement measures such as prohibiting ship entry to or departure from the port, or ordering the suspension of operations, may be taken in accordance with the law. For violations of laws, regulations, or standards, the authorities shall order rectification and impose administrative penalties in accordance with the law.

## **Our Suggestions**

The implementation of the Measures marks a new, more detailed and stricter stage in the supervision by Shanghai MSA of ships conducting COW operations within its jurisdiction. Shipowners, ship operators/managers must strictly comply with the new requirements of the Measures, further strengthen ship safety management, and effectively ensure the safety of personnel, ships, and the environment. In addition, we suggest that relevant parties pay special attention to the following points:

1. Conduct self-inspections on ships involved in COW operations to ensure that the washing equipment, inert gas system, gas detection equipment, etc., meet relevant requirements. In case of modification of critical equipment, system upgrades, or adjustments to major technical parameters, the ship's COW Manual must be updated in a timely manner (subject to the approval of the classification society) to ensure its content matches the actual equipment status.

2. Ensure that responsible crew members have completed specialized training on COW (including theoretical learning and on-site practical operation). Where the master, chief officer, or senior officer responsible for cargo oil management takes overall charge of COW operations, such personnel shall meet the following qualification requirements: a) have at least one year of oil tanker work experience, with duties covering oil discharging and COW operations; b) have participated in at least two COW operations (one of which must be on the particular ship for which he is required to undertake the responsibility of cargo discharge or, on a ship that is similar in all relevant respects); and, c) be proficient in all contents of the ship's COW Manual.
3. For new ships, ships newly converted for crude oil transportation, or ships unable to obtain COW operational experience on their own ship for other reasons, the following safeguard measures may be considered when conducting COW for the first time: a) arrange senior shore-based technical personnel with extensive COW experiences to board the ship and provide on-site operation guidance; b) assign at least one senior officer (such as the master, chief officer, or senior officer responsible for cargo oil management) on board who has participated in at least four COW operations to be responsible for the specific conduct of such operations.
4. Strictly comply with the time limit requirement for submitting a report 12 hours before the commencement of COW operations, and submit complete relevant information through the maritime platform via the shipping agent to avoid disrupting the ship's discharging schedule or attracting unnecessary regulatory scrutiny due to information omissions or delays.
5. The COW operation plan shall be developed simultaneously with the discharging plan, and shall be formulated in accordance with the ship's approved COW Manual, taking into account the cargo condition of the current voyage, discharge rate, intended number of tanks to be washed, and the purpose of washing. Meanwhile, ensure that all personnel involved in the washing operation are familiar with the content of the operation plan and capable of performing all operational activities in strict compliance with the plan.

6. Before the commencement of COW operations, a safety meeting shall be held to conduct a risk assessment and formulate corresponding prevention and control measures. During the operations, continuous monitoring of various operational indicators such as oxygen and flammable gas concentrations shall be carried out, and regular safety inspections shall be conducted. If abnormal situations such as inert gas equipment failure or pipeline leakage occur, the operation shall be immediately suspended, and the cause of the abnormality shall be promptly investigated and identified.
7. To ensure operational safety and tank washing effectiveness, the following essential operational measures shall be prioritized: Before operations, COW equipment and pipeline pressure testing shall be completed. During operations, sufficient COW pressure and an appropriate ship trim shall be maintained, and the temperature of cargo oil shall be strictly controlled. In addition, the water heater and water valves connectable to the COW system (if any), among other such equipment, shall also be blinded off.
8. Upon completion of the COW operation, promptly and standardly fill out Part II of the "Oil Record Book" and retain relevant records for at least three years for verification.
9. Maintain a continuous VHF watch throughout the operation and respond promptly to MSA directives. During MSA inspections, proactively produce certificates, operation plans, operational records, and other relevant documentation. In the event of receiving a rectification notice, immediately develop corrective actions and timely report the rectification progress to MSA, thus preventing administrative penalties arising from the escalation of non-compliant issues.

Should you have any inquiries, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,



**CUI Jiyu**

Head of Marine Team

**Attachment:****船舶原油洗舱作业管理办法****Measures for the Administration of Ship Crude Oil Washing Operations****第一章 总则****Chapter I General Provisions**

第一条 为进一步规范中华人民共和国上海海事局（以下简称上海海事局）管辖水域船舶原油洗舱作业的监督管理，保障海上人命和财产安全，防止水域环境污染，根据《中华人民共和国海洋环境保护法》《中华人民共和国船舶及其有关作业活动污染海洋环境防治管理规定》《上海市船舶污染防治条例》《油船清洗舱安全作业要求（GB41730-2022）》等相关规定以及《经 1978 年议定书修正的 1973 年国际防止船舶造成污染公约》，制定本办法。

Article 1: These Measures are formulated in accordance with the "Marine Environment Protection Law of the People's Republic of China", the "Regulations of the People's Republic of China on the Prevention and Control of Ship-induced Pollution to the Marine Environment", the "Regulations of Shanghai Municipality on the Prevention and Control of Ship Pollution", the "Safety Requirements for Tanker Cleaning Operations (GB41730-2022)", and other relevant regulations, as well as the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The purpose is to further standardize the supervision and administration of ship crude oil washing operations within the waters under the jurisdiction of the Shanghai Maritime Safety Administration (hereinafter referred to as the Shanghai MSA), ensuring the safety of life and property at sea and preventing pollution of the water environment.

第二条 本办法适用于上海海事局管辖水域船舶原油洗舱作业及相关单位、船舶和人员。

Article 2: These Measures apply to ship crude oil washing operations and related entities, ships, and personnel within the waters under the jurisdiction of the Shanghai MSA.

第三条 上海海事局负责管辖水域船舶原油洗舱作业活动的统一管理工作。上海海事局各分支海事局根据职责，具体负责辖区船舶原油洗舱作业的监督管理。

Article 3: The Shanghai MSA is responsible for the unified management of ship crude oil washing operations within its jurisdictional waters. The branch MSAs under the Shanghai MSA are specifically responsible for the supervision and administration of ship crude oil washing operations within their respective jurisdictions, according to their duties

**第二章 一般要求****Chapter II: General Requirements**

第四条 船舶原油洗舱装置及其附属设备与布置，应当符合国家有关技术规范以及中华人民共和国缔结或者参加的国际条约的要求，并经检验合格。

Article 4: The ship's crude oil washing installation and its auxiliary equipment and arrangements shall comply with relevant national technical specifications and the

requirements of international treaties concluded or acceded to by the People's Republic of China, and shall pass inspection

第五条 船舶应按照国家有关技术规范、国家标准以及《关于 1974 国际海上人命安全公约的 1978 年议定书》的要求设置惰性气体系统，并经检验合格。

Article 5: Ships shall be equipped with an inert gas system that complies with relevant national technical specifications, national standards, and the requirements of the International Convention for the Safety of Life at Sea, 1974, as amended, and shall pass inspection.

第六条 采用原油洗舱系统的油船，应根据国家有关技术规范以及中华人民共和国缔结或者参加的国际条约的要求，配备经主管机关或主管机关授权的船检机构认可的《原油洗舱操作和设备手册》，详细说明该系统及设备并列有操作程序。

Article 6: Tankers using a crude oil washing system shall, according to relevant national technical specifications and the requirements of international treaties concluded or acceded to by the People's Republic of China, be equipped with a "Crude Oil Washing Operations and Equipment Manual" recognized by the competent authority or a ship inspection institution authorized by the competent authority. This manual shall detail the system and equipment and list the operating procedures.

第七条 船舶应配备测量氧气、可燃气体、毒性气体等气体检测设备，并在作业前进行校准。

Article 7: Ships shall be equipped with gas detection equipment for measuring oxygen, flammable gases, toxic gases, etc., which shall be calibrated before operations.

第八条 原油洗舱作业负责人以及从事原油洗舱作业的人员应经过培训，满足《油船清洗舱安全作业要求》所规定的工作经历，熟悉本船《原油洗舱操作和设备手册》相关内容。

Article 8: The supervisor of the crude oil washing operation and personnel engaged in crude oil washing operations shall undergo training, meet the work experience requirements stipulated in the "Safety Requirements for Tanker Cleaning Operations", and be familiar with the relevant content of the ship's "Crude Oil Washing Operations and Equipment Manual".

第九条 船舶如需在上海港水域进行原油洗舱作业，应提前 12 小时通过海事信息化管理服务平台将作业时间、作业地点、作业单位、船舶名称、联系人、使用的设备清单、作业人员及培训证明、作业产生的污染物处置方案等信息向辖区分支海事局报告。作业信息变更的，应当及时补报。

Article 9: If a ship intends to conduct crude oil washing operations within the waters of Shanghai Port, it shall report information such as the operation time, location, operating unit, ship name, contact person, list of equipment used, personnel and their training certificates, and disposal plan for pollutants generated by the operation to the local branch MSA via the maritime information management service platform at least 12 hours in advance. Any changes to the operation information shall be reported promptly.

### 第三章 原油洗舱作业

#### Chapter III: Crude Oil Washing Operations

第十条 船舶原油洗舱作业一般在日间进行，如确需在夜间作业时，应具有充足的照明条件。上海市中心气

象台发布高温、雷暴、强对流、台风等恶劣天气预警信号时，不得进行作业。

Article 10: Ship crude oil washing operations should generally be conducted during daylight hours. If night operations are necessary, adequate lighting conditions must be ensured. Operations are prohibited when meteorological authorities issue warnings for high temperatures, thunderstorms, strong convection, typhoons, or other severe weather.

第十一条 船舶原油洗舱作业前，应制定详细的作业计划，对所有作业相关潜在风险进行标识和评估，并采取措施使风险等级尽可能降低。原油洗舱作业计划应与卸货计划同时制定，并依照《原油洗舱操作和设备手册》，根据本航次载货情况、港口卸货速率和预定洗舱数目及洗舱目的等进行编制。作业计划应经船舶作业负责人签字认可。在作业活动开始前，船舶应通过甚高频、电话等即时通信方式向分支海事局报告实际作业时间等信息。

Article 11: Before conducting crude oil washing operations, the ship shall develop a detailed operation plan, identify and assess all potential risks related to the operation, and take measures to reduce the risk level as much as possible. The crude oil washing operation plan shall be developed concurrently with the discharge plan, and shall be prepared based on the ship's approved "Crude Oil Washing Operations and Equipment Manual", considering the cargo particulars of the voyage, port discharge rate, number of tanks to be washed, and the purpose of washing. The operation plan shall be signed and approved by the ship's operation supervisor. Before commencing the operation, the ship shall report the actual operation time and other information to the branch MSA via immediate communication methods such as VHF or telephone.

第十二条 作业区域使用的设备和工具应为本质安全型，适用于易燃环境。消防及溢油应急设备应处于随时可用状态，泡沫炮等固定式甲板泡沫灭火系统应指向正在使用的歧管。

Article 12: Equipment and tools used in the operational area shall be of an intrinsically safe type, suitable for flammable atmospheres. Fire-fighting and oil spill emergency equipment shall be in a state of readiness at all times; fixed deck foam fire-fighting systems, such as foam monitors, shall be directed towards the manifold in use.

第十三条 作业人员应穿戴防静电的防护服装和用品，保持急救器材随时可用。作业期间，用于船员进出生活区的舱门应保持关闭，所有舷窗及其他进出生活区的舱门都应关闭。生活区的空调系统应转为部分内循环并保持室内正压或关闭，关闭所有通向外部的通风口。没有认可证书证明可在易燃气体中安全使用的的生活区外部空调机应切断电源。

Article 13: Operating personnel shall wear anti-static protective clothing and equipment. First aid equipment shall be readily available. During operations, doors used for crew access to the accommodation shall be kept closed; all portholes and other doors providing access to the accommodation shall be closed. The accommodation air conditioning system shall be switched to partial internal circulation, maintaining positive pressure inside the accommodation or shut down; all ventilation openings leading outside shall be closed. External air conditioning units for the accommodation that do not have a certificate proving safe use in flammable atmospheres shall be disconnected from the power supply.

第十四条 船舶应在货控室、机控室、驾驶台和布告栏等处以明显方式张贴或悬挂“本船洗舱管路可能充有原油，未经许可不应开启任何管路阀门”的警示。洗舱作业时，应在船上公共场所和主要通道张贴或悬挂

警示布告，在作业现场设置隔离带，限制无关人员进入。

Article 14: The ship shall prominently display or hang warnings stating "Tank Cleaning Pipelines May Contain Crude Oil - Do Not Open Any Pipeline Valves Without Authorization" in locations such as the cargo control room, engine control room, bridge, and notice boards. During tank cleaning operations, warning notices shall be posted in public areas and main passages on board, and the operational area shall be cordoned off to restrict entry by unauthorized personnel.

第十五条 洗舱油内不应混入杂质和水，并应将预定用做洗舱油的货油舱卸掉一米舱深后才可供洗舱使用。用污油水舱作洗舱油供给舱时，应先将其混有污油的原油全部卸掉，用原油清洗后再装入清洁货油作为清洗用原油。

Article 15: The washing oil shall not contain impurities or water. The cargo oil tank intended for use as the source of washing oil shall be discharged to one meter depth before being used for washing. When using a slop tank as the supply tank for washing oil, the oil mixed with residues should first be completely discharged, the tank washed with crude oil, and then filled with clean cargo oil for use as the washing oil.

第十六条 拟进行原油洗舱作业的船舶，应备有符合《油船清洗舱安全作业要求》(GB41730-2022)附录A要求的“原油洗舱作业安全确认表”，并按要求进行检查。作业期间，每6小时至少开展一次检查。如发现不符合项目，应停止作业。

Article 16: Ships intending to conduct crude oil washing operations shall have a "Crude Oil Washing Operation Safety Checklist" conforming to the requirements of Appendix A of the "Safety Requirements for Tanker Cleaning Operations (GB41730-2022)" and conduct inspections as required. During the operation, inspections shall be carried out at least every 6 hours. If any non-conformity is found, the operation shall be stopped.

第十七条 洗舱期间货油舱中的氧气体积比浓度应在8%以下，惰气总管中的氧气体积比浓度不应超过5%。

Article 17: During tank washing, the oxygen concentration by volume in the cargo tanks shall be below 8%, and the oxygen concentration by volume in the inert gas main supply shall not exceed 5%.

第十八条 甲板值班人员和货油控制之间，应保持有效地通讯联系，以便于在原油洗舱作业中发生泄露或设备故障时，能迅速停止作业。

Article 18: Effective communication shall be maintained between the deck watchkeeper and the cargo control room to enable rapid cessation of operations in the event of a leak or equipment failure during crude oil washing.

第十九条 发生下列情况之一时，应中止原油洗舱作业：

- (一) 舱内氧气体积比浓度超过8%；
- (二) 惰性气体系统发生故障；
- (三) 舱内表压压力降至980Pa(100mm水柱)以下；
- (四) 原油洗舱管系发生漏油；
- (五) 原油洗舱用泵发生故障；
- (六) 原油洗舱用压力表发生故障；

- (七) 货控室控制机能发生故障;
- (八) 出现高温、雷暴、强对流、台风等天气危及作业安全;
- (九) 发现原油洗舱作业安全确认表(原油洗舱作业期间)中项目不符合标准;
- (十) 发生其他紧急情况。

船舶中止原油洗舱作业以及中止后恢复作业的,应通过甚高频、电话等即时通信方式向分支海事局报告。

Article 19: Crude oil washing operations shall be suspended upon the occurrence of any of the following situations:

- (1) Oxygen concentration by volume in the tank exceeds 8%;
- (2) Failure of the inert gas system;
- (3) Tank pressure gauge reading falls below 980 Pa (100 mm water column);
- (4) Leakage occurs in the crude oil washing pipeline system;
- (5) Failure of the crude oil washing pump;
- (6) Failure of the crude oil washing pressure gauge;
- (7) Malfunction of the cargo control room control functions;
- (8) Occurrence of severe weather such as high temperatures, thunderstorms, strong convection, or typhoons endangering operational safety;
- (9) Discovery of items not conforming to standards in the "Crude Oil Washing Operation Safety Checklist" (during the COW operation);
- (10) Occurrence of other emergencies.

The suspension of crude oil washing operations and their resumption after suspension shall be reported to the branch MSA via immediate communication methods such as VHF or telephone.

第二十条 船舶原油洗舱作业期间,不得进行下列作业:

- (一) 检修和使用雷达、无线电发报机、卫星船站;
- (二) 进行明火、拷铲及其他易产生火花的作业;
- (三) 使用供应船、车进行船舶燃料加注、加水作业。

Article 20: The following operations shall not be conducted during ship crude oil washing operations:

- (1) Repair and use of radar, radio transmitters, satellite ship stations;
- (2) Hot work, chipping, and other operations prone to generating sparks;

(3) Bunkering or watering operations using supply ships or trucks.

第二十一条 原油洗舱作业后，应将作业情况及时在《油类记录簿》中如实记录。

Article 21: Upon completion of the crude oil washing operation, the details shall be promptly and accurately recorded in the Oil Record Book.

第二十二条 船舶、码头单位在原油洗舱作业中一旦发生泄漏或其他事故，应立即根据《船舶油污应急计划》《港口、码头、装卸站及有关作业单位防治船舶及其有关作业活动污染海洋环境应急预案》等，采取相应的应急处置措施，同时向分支海事局报告。

Article 22: In the event of a leak or other accident during crude oil washing operations, the ship and the terminal shall immediately take corresponding emergency response measures in accordance with the "Ship Oil Pollution Emergency Plan", "Emergency Plan for the Prevention and Control of Pollution of the Marine Environment by Ships and Their Related Operations at Ports, Terminals, and Berths", etc., and simultaneously report to the branch MSA.

#### 第四章 监督管理

#### Chapter IV: Supervision and Administration

第二十三条 上海海事局依法对辖区船舶原油洗舱作业实施监督检查。对原油洗舱相关设备、证书文书及作业人员、作业计划、作业实施等，各分支海事局依照有关规定开展现场检查，以核实原油洗舱作业是否满足国家法律法规、强制性标准等规定以及国际公约相关要求。

Article 23: The Shanghai MSA shall conduct supervision and inspection of ship crude oil washing operations within its jurisdiction according to law. The branch MSAs shall carry out spot checks on COW-related equipment, certificates/documents, operating personnel, operation plans, and implementation in accordance with relevant regulations, to verify compliance with national laws, regulations, mandatory standards, and relevant requirements of international conventions.

第二十四条 各分支海事局发现船舶原油洗舱作业中存在安全隐患的，应当责令立即消除或者限期消除隐患；有关单位和个人不立即消除或者逾期不消除的，可以依据法律、行政法规的规定，采取禁止其进港、离港或者责令其停止作业等措施。

Article 24: If safety hazards are identified in ship crude oil washing operations, the branch MSAs shall order their immediate elimination or elimination within a specified time limit. If the relevant entities or individuals fail to eliminate the hazards immediately or within the time limit, measures such as prohibiting the ship from entering or leaving the port, or ordering the cessation of operations, may be taken in accordance with laws and administrative regulations.

第二十五条 船舶原油洗舱作业违反法律法规和标准，由所辖分支海事局责令改正，并依据相关法律法规实施行政处罚。

Article 25: Violations of laws, regulations, and standards in ship crude oil washing operations shall be dealt with by the relevant branch MSA, which shall order corrections and impose administrative penalties according to relevant laws and regulations.

第二十六条 鼓励和支持航运公司开展船舶原油洗舱作业污染防治科学技术研究，支持推广先进适用的污染

防治新技术、新工艺、新材料、新装备，鼓励船舶在原油洗舱作业中应用智能监控技术、安全管理信息化技术等，提高污染防治水平。

Article 26: Encouragement and support are provided to shipping companies to conduct scientific and technological research on pollution prevention related to ship crude oil washing operations. Support is given for the promotion of advanced and applicable new technologies, processes, materials, and equipment for pollution prevention. Ships are encouraged to apply intelligent monitoring technology, safety management information technology, etc., in crude oil washing operations to improve the level of pollution prevention.

## 第五章 附则

### **Chapter V: Supplementary Provisions**

第二十七条 本办法所称原油洗舱，系指运输原油的油船以所载货油作为清洗介质，通过洗舱机在高压下喷射到货油舱内并依靠原油本身的溶解作用，将附着在舱壁、构件及舱底上的油渣洗掉，并同货油一起卸到舱外的作业。

Article 27: The term "Crude Oil Washing" as used in these Measures refers to the operation where a crude oil tanker uses the cargo oil itself as the cleaning medium. This oil is jetted under high pressure through washing machines into the cargo oil tanks, relying on the natural dissolving properties of the crude oil to remove oil residues adhering to the tank bulkheads, structures, and bottom, which are then discharged ashore along with the cargo oil.

第二十八条 本办法自 2026 年 1 月 1 日起施行，有效期五年。原《上海港船舶原油洗舱作业管理办法》（沪监防字第 680 号）同时废止。

Article 28: These Measures shall come into effect on January 1, 2026, and shall be valid for five years. The former "Measures for the Administration of Ship Crude Oil Washing Operations in Shanghai Port" ([96] Hu Jian Fang Zi No. 680) is repealed simultaneously.