

Chapter I General Provisions

This regulation applies to ship cleaning operations and related units, ships and personnel within the waters under the jurisdiction of the Shanghai MSA.

Shanghai MSA is responsible for the unified management of ship cleaning operations in the waters. The subsidiaries are responsible for the on-site supervision of ship cleaning operations according to their responsibilities and authorizations.

Chapter II Management of Cleaning Units

This chapter is omitted because it is the requirement on cleaning units and has nothing to do with the shipowners and operators. Our consortium members can meet all requirement of Rules and regulations.

Chapter III Management of Ships to be cleaned

11. Ships carrying out self-cleaning operations shall meet the following requirements:

- The Ships' Document covers the complete contents of clearance activities.

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- Sufficient safety and anti-pollution equipment are on board.
- The crew has the knowledge and skills of safety and pollution prevention corresponding to the ship cleaning operation, holds the corresponding training certificate.
- Ships shall carry out clearing operations in accordance with the requirement of Chapter V.

12. When a ship hires a clearing unit to carry out the clearing operation, it shall notify the clearing unit of the location, structural characteristics, safety precautions, dangerous cargo on board and the retention of pollutants on board by written, fax or e-mail before the operation.

13. During the clearing operation, ships shall not overhaul or use radar, radio transmitter or satellite ship stations, not carry out open fire or other operations prone to sparks, not to load or unload dangerous goods, and not carry out other activities affecting the safety of cleaning operation such as refueling and filling water.

14. The responsibility for ship safety and pollution prevention has been clearly defined by OSRO through

relevant agreements during the ship cleaning operation carried out during the repair period in the shipyard. The OSRO shall perform the corresponding responsibility for ship safety and pollution prevention.

Chapter IV Report on Clearance Operations

15. MSA shall implement a reporting procedure for ship cleaning activity. Ships carrying out cleaning operations shall report to the respective MSA 24 hours prior to the operation about time, place, unit, ship name, operation plan, tank name, volume and quantity of operations. If the operation information is changed, an updated report is required not later than starting operation. Ships may hire clearing units or related agents to report on their behalf.

16. For easy operation, electronic report through Maritime E-Government Platform is accepted by MSA.

17. Ships shall double report to respective on-site MSA about the operation time and place, implementation of anti-pollution measures through VHF, telephone and other instant messaging when they are about to start operations.

Chapter V Site Requirements for Cleaning Operation

18. Ship cleaning operations should be performed in suitable meteorological conditions and in waters as far away as possible from ship routing waters, drinking water sources, ferry, passenger ship wharf, navigation buildings, large bridges, underwater channels, inland waterways and coastal marked waterways. When the meteorological department issues warning signals for typhoons, cold waves, rainstorms, lightning and high temperatures, tanker vessels' cleaning operation shall not be carried out.

19. The clearing unit shall, in conjunction with the ship, identify and evaluate the existing or potential dangerous and harmful factors and formulate operational plans. The operation plan should include at least the general situation of ship and operation content, operation plan, operation report and procedure, organization, command and liaison, personnel responsibility and division of labor, mooring safety measures, operation safety and pollution prevention measures, accident warning and emergency response, etc. For cargo clearance operations of oil tankers with a relatively high pollution risk of 30,000 DWT or more,

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the operator shall conduct a feasibility study of the operation plan and accept inspection by the maritime administrative agency during the operation.

20. Before each cleaning operation, the cleaning unit shall appoint DPA and the safety personnel, clarify their responsibilities. The cleaning unit shall ensure that the person in charge of the on-site operation has the corresponding qualifications and abilities, can perform their duties. The cleaning unit shall ensure that the safety officer on duty is also qualified.

21. The person in charge of the operation site shall be familiar with the cleaning operation plan, shall inform each operator and safety personnel of safety precautions and emergency response measures before entering the tank. The number of people entering and leaving the tank shall be counted and recorded. At the end of each shift, the number of people leaving the tank shall be counted and checked with the entry record.

22. Safety officers should monitor the site work, conduct tours inspection, keep on communicating with the workers, strictly be prohibited by leaving work without

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authorization, and notify the person in charge of the site work and the workers immediately when they find that the site work or the surrounding environment threatens the safety of the work or personnel. Regular contact shall be made between the operation groups in the operation tank, and between the interior and exterior of the operation tank.

23. The cleaning unit shall equip with sufficient anti-pollution facilities, equipment in working conditions to meet the explosion-proof requirements on the site work. The clearing unit shall prepare sufficient personal protective equipment and emergency aid equipment on the site work.

24. The cleaning unit shall delimit the operation isolation area around the cleaning area and set warning signs; the clearing unit shall prepare for Emergency Preparedness and Response in accordance with the operation risk.

25. The principle of "ventilation first, inspection second and operation later" should be strictly observed in ship cleaning operation. Gas detector shall be trained and qualified to meet the requirement of safety operation.

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During the cleaning operation, the cleaning unit shall maintain continuous and effective on-site ventilation, regularly carry out oxygen measurement, explosion detection and toxic gas detection, and record the test results, so as to maintain safe operation conditions. Gas detection should be carried out again in the operation compartment before start-up or after interruption or suspension of operation.

26. The cleaning operation shall implement the system of access permit for enclosed places. Before entering the enclosed tank, any person shall obtain the "Entry Permit for the Enclosed Place" issued by the person in charge of the site work after passing the safety assessment of the enclosed place. No one may open or enter a closed place without the permission of the person in charge of the site work or without taking corresponding safety measures.

Personnel should be evacuated immediately after entering the tank if any inconsistencies are found. The person in charge of the site work shall reassess the safety conditions of the closed site and issue a permit every time the

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ventilation stops or the conditions for admission assessment of the closed site change before the start of construction.

27. The scheduled operation hours for entering the enclosed tank should meet the requirements of occupational exposure limits for hazardous factors in the workplace.

28. Cleaning units should provide pre-job safety education for workers, prepare lifelines, slings and respirators (but not gas masks that inhale air through gas filters), implement site and personnel protection and emergency measures, establish medical emergency access and prepare for medical emergency. Cleaning units shall ensure that operators do not carry fire and inflammable materials with them, wear anti-static clothing and boots and shoes, and prohibit wearing boots and shoes with nails. The cleaning unit shall ensure that the operators carry out anti-static treatment before entering the tank, equip necessary explosion-proof communication equipment and lighting equipment, and ensure that the equipment is in good working condition.

29. The shovels, buckets and other appliances used by operators to remove sludge, dirt and residues in tanks shall be made of copper or non-metallic materials. Tools made of iron and materials with burning danger shall be strictly prohibited. If heavy metal tools have to be used, they shall be placed in canvas bags and hoisted to the bottom of tanks. Operators shall not use nylon cloth or silk to wipe the interior of oil tanks and use them. Tools should be handled lightly and handled carefully to prevent tools and objects from falling off.

30. Cleaning units should effectively clean up the site work during and after operation to eliminate potential safety and pollution hazards. The base of the temporary storage and site storage of pollutants should meet the impervious requirements, incompatible pollutants should be stored separately, clearly marked, with isolation intervals, and the site storage of pollutants should be rain-proof and sunscreen.

31. All parties involved in cleaning operations shall implement the procedure of safety and anti-pollution confirmation. The person in charge of the site operation

shall inspect and implement the Confirmation Letter of Safety and Pollution Prevention for Ship Cleaning Operations (hereinafter referred to as the Confirmation Letter) item by item with the shipowner or the shipyard concerned. The format of the Confirmation Letter is referred to in the appendix.

32. Pollutants from ship cleaning operations shall be sent to units with appropriate qualifications or capabilities for receiving and harmless treatment. The ship shall record the disposal of pollutants in the corresponding record book and keep the receipt documents for reference.

Chapter VI Supervision and Inspection

33. MSA shall supervise and inspect ship cleaning operations according to their duties and law. If MSA finds that it does not comply with these provisions, the cleaning unit shall be ordered to make corrections according to law. If they refuse to make corrections, they shall be ordered to stop operations according to law, and operations may be resumed only after the corrections are qualified. If the maritime administration finds that the clearing units, ships

and related personnel violate relevant laws and regulations, they shall be dealt with according to law.

34. The clearing units, ships and personnel shall actively cooperate with the supervision and inspection of MSA.

Chapter VII Supplementary Provisions

35. The term "ship clearance operation" in these Provisions refers to the operation of personnel entering oil-bearing or poisonous and harmful substances cabins and cabinets of ships to clean up the remaining oil residues, sludge, poisonous and harmful substances or sediments inside them.

36. These Provisions shall come into force on October 15, 2019 and shall be valid until October 14, 2024.



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Appendix X:

Confirmation of Safety and Pollution Prevention in Ship Cleaning Operation

Checking item		Result		Remark
		Ship/Yard	Unit	
1	Report Formality	<input type="checkbox"/>	<input type="checkbox"/>	
2	Designated Person Assigned	<input type="checkbox"/>	<input type="checkbox"/>	
3	Any change from the recent report	<input type="checkbox"/>	<input type="checkbox"/>	
4	Any qualified Security officer	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
5	pre-job trained and qualified worker	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
6	tanks are in safety working conditions or not	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
7	Continuous ventilation in operating compartments	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
8	oxygen content in the tank in working conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
9	combustible gas in tank in working conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
10	Toxic gas in tank in working conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
11	lifelines, slings and respirators in place	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
12	Emergency Plan for Fire, Explosion & Personnel Casualties	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
13	Regular communication on-site	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
14	Are Operators Qualified by Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
15	Whether the clothing and appliances meet the safety requirements of explosion-proof and static electricity-proof	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
16	Contamination emergency equipment in working conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
17	Whether the planned operation meets the requirements of GBZ2.1	<input checked="" type="checkbox"/>	<input type="checkbox"/>	R
18	Is Fire and Flammable Goods Eliminated	<input type="checkbox"/>	<input type="checkbox"/>	R
19	Whether the ship is moored firmly or not	<input type="checkbox"/>	<input type="checkbox"/>	R
20	Written notification of the retention of dangerous goods and pollutants to the clearing unit	<input type="checkbox"/>	<input type="checkbox"/>	

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21	Are the locations and requirements clear?	<input type="checkbox"/>	<input type="checkbox"/>	R
22	Issuance of Entry Permits for Closed Places	<input type="checkbox"/>	<input type="checkbox"/>	R
23	No maintenance and use of radar, radio transmitter, satellite ship station	<input type="checkbox"/>	<input type="checkbox"/>	R
24	No refueling, water filling and handling of dangerous goods	<input type="checkbox"/>	<input type="checkbox"/>	R
25	Starting time:	<input type="checkbox"/>	<input type="checkbox"/>	
26	Ending time	<input type="checkbox"/>	<input type="checkbox"/>	
27	Actual workload:	<input type="checkbox"/>	<input type="checkbox"/>	

In accordance with the relevant provisions, the above-mentioned items have been checked to ensure that the results of the verification are correct and bear all the legal consequences arising therefrom.

Ship/Yard Signature :

Cleaning Unit:

Job title

Job title

Date/Time

Date/ Time

Record of double check:

Date						
Time						
Ship/Yard						
Cleaning unit						

Feel free to consult us via osro@shorefacility.com