

China MSA Latest Vessel Registration & Inspection Policy

Highlights — 10-Minute Read

中国海事局（MSA）最新船舶登记与检验政策要点速览 — 十分钟读懂

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About this briefing / 关于本简报: This document summarizes the 10 most impactful China MSA policy updates affecting domestic vessel registration, inspection, and compliance. Each entry is designed to be read in approximately one minute. Original policy documents are available on the MSA official website (msa.gov.cn). Policy references and effective dates are as publicly announced. Always verify against the latest official versions.

本文件汇总了影响国内船舶登记、检验及合规的10项最重要的中国海事局政策更新。每项设计为一分钟阅读量。原始政策文件可在海事局官网（msa.gov.cn）查阅。政策引用及生效日期以公开发布的版本为准。请始终以最新官方版本为准进行核实。

1 Vessel Registration — Latest Procedures 船舶登记——最新办理流程

POLICY REF 《中华人民共和国船舶登记条例》(2024修订版), 交通运输部令

Summary

China MSA has digitized vessel registration through the Maritime "Single Window" platform. Key updates include: online submission of registration documents (no physical counter visit required for initial filing), reduced processing time from 15 to 7 working days, electronic Certificate of Registry now legally equivalent to paper version, and strengthened ownership verification requiring notarized corporate documents. All domestic vessels ≥ 100 GT must complete registration renewal within 90 days of ownership change. The new system integrates with the national credit information system — incomplete or false declarations may affect the company's credit rating and future port clearance.

摘要

中国海事局已通过海事“单一窗口”平台实现船舶登记数字化。主要更新包括：登记文件在线提交（首次申报无需到现场窗口）、办理时限从15个工作日缩短至7个工作日、电子船舶登记证书与纸质证书法律效力等同、加强所有权核实需公证企业文件。所有100总吨以上国内航行船舶须在所有权变更后90天内完成登记更新。新系统与全国信用信息系统联动——不完整或虚假申报可能影响企业信用评级及未来港口通关。

Impact / Action Required

Shipowners should audit their current registration status immediately. Ensure corporate documents (business license, legal representative ID) are notarized and digitized. Register on the MSA Single Window platform (zwfw.msa.gov.cn) if not already. Any vessel with pending ownership or mortgage changes must complete registration within the 90-day window to avoid administrative penalties.

影响 / 需采取的行动

船东应立即核查其当前登记状态。确保企业文件（营业执照、法人身份证）已公证并数字化。如尚未注册，请登录海事“单一窗口”平台（zwfw.msa.gov.cn）注册。任何存在待处理所有权或抵押权变更的船舶须在90天窗口期内完成登记，以免受到行政处罚。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

2 Vessel Survey & Inspection — New Cycle Rules 船舶检验——最新周期规定

POLICY REF 《船舶检验管理规定》(2024修订), 交通运输部令2024年第5号

Summary

China MSA updated the mandatory survey intervals for domestic vessels: annual surveys remain unchanged, but intermediate surveys for vessels 10-15 years old now require dry-docking (previously in-water survey was acceptable). Vessels over 15 years must undergo special survey every 2.5 years (tightened from 5 years). Enhanced hull thickness measurement requirements apply — ultrasonic thickness measurement (UTM) reports must be submitted electronically to the local MSA branch. New requirement: all survey records and deficiency rectification reports must be uploaded to the Maritime Integrated Service Platform (海事综合服务平台) within 30 days of survey completion.

摘要

中国海事局更新了国内船舶强制检验周期：年度检验不变，但10-15年船龄船舶的中间检验现需进坞（此前水下检验可接受）。15年以上船龄船舶须每2.5年进行一次特别检验（由5年收紧）。加强船体测厚要求——超声波测厚（UTM）报告须以电子方式提交当地海事局分支机构。新要求：所有检验记录和缺陷整改报告须在检验完成后30天内上传至海事综合服务平台。

Impact / Action Required

Operators of vessels aged 10+ years face significantly higher survey costs due to mandatory dry-docking. Budget for additional dry-dock time in the next survey window. Ensure your UTM service provider can submit reports in the required electronic format. Create a compliance calendar tracking all vessel survey due dates — missed surveys result in automatic suspension of the ship's certificate of seaworthiness.

影响 / 需采取的行动

10年以上船龄船舶的运营方面面临因强制进坞导致的显著增加的检验成本。为下一次检验周期预算额外的进坞时间。确保超声波测厚服务商能按要求的电子格式提交报告。建立合规日历追踪所有船舶检验到期日——错过检验将导致船舶适航证书自动暂停。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

3 NSM Code — Domestic Safety Management Expansion 国内安全管理规则（NSM）——适用范围扩大

POLICY REF 《中华人民共和国船舶安全营运和防止污染管理规则》（NSM规则），交通运输部公告2024年第28号

Summary

The NSM Code (China's domestic ISM equivalent) application threshold has been lowered from 500 GT to 300 GT for oil tankers, chemical tankers, and passenger ships. Bulk carriers and general cargo ships ≥ 500 GT remain covered. New requirements: annual DOC (Document of Compliance) audit must include at least one vessel SMC (Safety Management Certificate) verification; non-conformities (NCs) must be closed within 3 months (tightened from 6 months); all NSM documentation must be bilingual (Chinese + English working language). Companies must appoint a full-time DPA (Designated Person Ashore) — part-time DPA assignments are no longer accepted for fleets of 3+ vessels.

摘要

NSM规则适用门槛从500总吨降至300总吨，适用于油船、化学品船和客船。散货船和杂货船 ≥ 500 总吨维持不变。新要求：年度DOC审核须包含至少一次船舶SMC验证；不符合项须在3个月内关闭（由6个月收紧）；所有NSM文件须为中英双语。公司须任命专职岸上指定人员——3艘及以上船队不再接受兼职DPA安排。

Impact / Action Required

Smaller vessel operators (300–500 GT tankers/passenger ships) newly under NSM must establish a full SMS within the transition period (typically 12 months from notice). Companies with 3+ vessels must hire or designate a full-time DPA — calculate the additional personnel cost. Audit your NC tracking system to ensure the 3-month closure window is achievable.

影响 / 需采取的行动

新纳入NSM的小型船舶（300–500总吨油船/客船）运营商须在过渡期内（通常自通知日起12个月）建立完整的SMS。3艘及以上船舶的公司须聘任专职DPA——计算额外人力成本。审核不符合项追踪系统，确保可实现3个月内关闭。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

4 Port Entry & Exit Electronic Reporting 船舶进出港电子报告

POLICY REF 《船舶进出港报告管理办法》(2024修订版), 海船舶(2024) 35号

Summary

Electronic port entry/exit reporting is now mandatory for ALL Chinese-flagged vessels (previously only vessels ≥ 300 GT). Reports must be submitted via the Maritime Single Window or mobile app at least 4 hours before arrival and 2 hours before departure. Key data fields expanded: now require actual crew list (not planned), dangerous goods declaration (if applicable), last PSC inspection date and outcome, ship energy consumption data (fuel type and quantity), and waste disposal plan for the upcoming port stay. Failure to report or inaccurate reporting incurs fines of RMB 5,000-30,000 per violation; repeated violations may result in vessel detention.

摘要

电子进出港报告现对所有中国籍船舶强制执行（此前仅300总吨以上船舶）。报告须通过海事单一窗口或手机App提交，到港前至少4小时、离港前至少2小时。关键数据字段扩大：现需填报实际船员名单（非计划名单）、危险货物申报（如适用）、最近一次PSC检查日期及结果、船舶能耗数据（燃料类型及数量），以及即将挂靠港口的垃圾处理计划。未报告或报告不实每次违规罚款5,000-30,000元；重复违规可导致船舶滞留。

Impact / Action Required

Small vessel operators (<300 GT) must now adopt digital reporting — ensure captains have access to the Maritime Single Window app and training. Set up internal procedures to collect and verify the expanded data fields before each port call. Designate a shore-based person responsible for pre-arrival report accuracy checks.

影响 / 需采取的行动

小型船舶（ <300 总吨）运营商须使用数字化报告——确保船长能使用海事“单一窗口”App并接受培训。建立内部程序，在每次挂靠港口前收集并核实扩展数据字段。指定岸上人员负责到港前报告准确性核查。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

5 Ship Energy Consumption Data — Mandatory Reporting 船舶能耗数据——强制报告制度

POLICY REF 《船舶能耗数据报告管理办法》，海船舶〔2024〕72号

Summary

China has implemented mandatory ship energy consumption reporting aligned with IMO DCS (Data Collection System). All vessels ≥ 400 GT on domestic voyages must report: total fuel consumption by type (HFO, MGO, LNG), distance travelled, hours underway, cargo carried (tonnes), and calculated EEOI (Energy Efficiency Operational Indicator). Reports are due quarterly (previously annual). Data must be verified by a recognized organization (RO/classification society) before submission. Aggregated data feeds into China's Ship Carbon Intensity Indicator (CII) rating system, which will affect port fee tiers from 2027.

摘要

中国已实行与IMO DCS对接的船舶能耗数据强制报告制度。所有400总吨以上国内航行船舶须报告：按类型划分的总燃料消耗（HFO、MGO、LNG）、航行距离、航行小时数、载货量（吨）及计算得出的EEOI。报告按季度提交（此前为年度）。数据须经认可组织（船级社）核实后方可提交。汇总数据将纳入中国船舶碳强度指标（CII）评级体系，自2027年起影响港口费分级。

Impact / Action Required

Shipowners must implement onboard fuel monitoring systems or procedures to track consumption by type. Engage your classification society early for data verification — last-minute verification requests may cause missed deadlines and penalties. The CII rating will directly impact operating costs from 2027 — vessels rated D or E for three consecutive years must submit an approved corrective action plan.

影响 / 需采取的行动

船东须在船上实施燃料监控系统或程序以按类型追踪消耗。提前与船级社沟通进行数据核实——临近期限的核实请求可能导致错过期限并受处罚。CII评级自2027年起直接影响运营成本——连续三年评级为D或E的船舶须提交经批准的整改行动计划。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

6 Minimum Safe Manning — Updated Scales 最低安全配员——最新配员标准

POLICY REF 《船舶最低安全配员规则》(2024修订), 交通运输部令2024年第18号

Summary

China MSA updated minimum safe manning scales effective January 2025. Key changes: coastal vessels 500–3,000 GT now require a Chief Engineer (轮机长) with Class B certificate (previously Class C was sufficient); all vessels with ECDIS must carry at least two officers with type-specific ECDIS training certificates; passenger ships must increase deck ratings by 1–2 positions depending on passenger capacity; tugboats and offshore supply vessels have new dedicated manning scales. Manning certificates must be re-issued by the vessel's local MSA office by June 2025. Vessels operating with expired or non-compliant manning certificates face detention.

摘要

中国海事局更新了最低安全配员标准, 自2025年1月起生效。主要变化: 沿海船舶500–3,000总吨现需配备持有乙类证书的轮机长(此前丙类证书即可); 配备ECDIS的所有船舶须至少有两名持有特定型号ECDIS培训证书的驾驶员; 客船须根据乘客定额增加1–2名甲板部普通船员; 拖船和海工供应船有新的专用配员标准。配员证书须在2025年6月前由船舶所在地海事局重新签发。持过期或不合规配员证书航行的船舶将面临滞留。

Impact / Action Required

Audit your crew certification against the new manning scales immediately. Identify any certificate upgrades needed (especially Chief Engineer B-to-A upgrades). Budget for additional training costs (ECDIS type-specific training for 2+ officers). Apply for re-issued manning certificates well before the June 2025 deadline — MSA offices will be overloaded near the deadline.

影响 / 需采取的行动

立即对照新配员标准核查船员持证情况。识别任何所需证书升级(特别是轮机长乙升甲)。预算额外培训成本(2名以上驾驶员的ECDIS特定型号培训)。在2025年6月期限前尽早申请重新签发配员证书——期限临近时海事局将超负荷。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

7 Domestic Emission Control Areas (DECA) — Phase 2 Implementation 国内排放控制区 (DECA) ——第二阶段实施

POLICY REF 《船舶大气污染物排放控制区实施方案》，交海发〔2024〕98号

Summary

China's DECA Phase 2 tightens emission requirements: inland river and coastal vessels within Hainan waters must now use 0.10% sulphur fuel (previously 0.50%); Yangtze River and Pearl River mainline vessels over 600 kW must install NOx Tier III compliant engines for newbuilds from January 2026; shore power connection is now mandatory for vessels at berth >2 hours in all major ports (Shanghai, Shenzhen, Ningbo-Zhoushan, Qingdao, Tianjin); vessels without shore power capability must submit a retrofit plan to MSA by December 2025. Non-compliance fines range from RMB 10,000 to 100,000 per violation.

摘要

中国DECA第二阶段收紧排放要求：海南水域内河及沿海船舶现须使用0.10%硫含量燃油（此前为0.50%）；长江和珠江干线600千瓦以上船舶自2026年1月起新建船须安装符合NOx Tier III标准的发动机；所有主要港口（上海、深圳、宁波舟山、青岛、天津）靠泊超过2小时须强制使用岸电；不具备岸电接收能力的船舶须在2025年12月前向海事局提交改造计划。每次违规罚款10,000至100,000元。

Impact / Action Required

Operators calling Hainan ports must source 0.10% sulphur fuel or risk fines. Vessels without shore power capability operating in major ports should start retrofit planning immediately — shore power installation can take 3–6 months and costs RMB 200,000–500,000 depending on vessel size. Yangtze River vessel operators planning newbuilds must specify NOx Tier III engines.

影响 / 需采取的行动

挂靠海南港口的运营商须采购0.10%硫含量燃油，否则面临罚款。在主要港口运营但不具备岸电能力的船舶应立即启动改造规划——岸电安装可能需要3–6个月，费用根据船舶大小约20–50万元。计划新建船的长江船舶运营商须指定NOx Tier III发动机。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

8 Seafarer Certification — Digital Upgrade 船员证书——数字化升级

POLICY REF 《中华人民共和国船员条例》(2024修订), 国务院令

Summary

China MSA launched the electronic Seafarer's Passport (电子船员证) system. Key features: digital certificate stored in the MSA mobile app with QR code verification, replacing physical certificate books for domestic voyages; all Chinese seafarer certificates (CoC, CoP, medical fitness, basic safety training) integrated into a single digital profile; real-time validity checks available to shipowners and PSC inspectors; seafarers can renew certificates online without visiting an MSA office (medical examination must still be conducted at an approved hospital). Paper certificates remain valid for international voyages. Transition period ends December 2025 — all domestic seafarers must register their digital profile.

摘要

中国海事局推出电子船员证系统。主要特点：数字证书存储于海事App并支持二维码验证，替代国内航行纸质证书簿；所有中国海员证书（适任证书、培训合格证、健康证明、基本安全培训）整合为单一数字档案；船东和PSC检查官可实时查询有效性；海员可在线更新证书无需前往海事局（体检仍须在认可医院进行）。国际航行纸质证书继续有效。过渡期至2025年12月——所有国内海员须注册数字档案。

Impact / Action Required

Crew managers should ensure all Chinese seafarers download and register on the MSA mobile app. Update crew onboarding procedures to include digital certificate verification (QR code scan). For international voyages, maintain both digital and paper copies. Ensure medical examination tracking aligns with the digital system's real-time validity flags.

影响 / 需采取的行动

船员管理人员应确保所有中国海员下载并注册海事App。更新船员入职程序，纳入数字证书验证（扫描二维码）。国际航行应同时保留数字和纸质证书。确保体检追踪与数字系统实时有效性标识一致。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

9 Maritime “Single Window” — All-in-One Digital Platform 海事“单一窗口”——一体化数字平台

POLICY REF 《海事政务“单一窗口”建设实施方案》，海政法（2024）156号

Summary

China MSA consolidated all maritime administrative procedures into one digital platform: vessel registration, crew certification, port clearance, dangerous goods declaration, ship survey booking, pollution reporting, and fee payment are now processed through a single portal (zwfw.msa.gov.cn or the “海事通” mobile app). Key improvements: one-time submission of vessel/company data — no repeated entry across forms; integrated fee payment (WeChat Pay, Alipay, corporate bank transfer); real-time application status tracking; electronic seals and signatures recognized for all MSA documents. The system interconnects with Customs, Immigration, and Port Authority platforms for true “one-stop” clearance.

摘要

中国海事局将所有海事行政程序整合至一个数字平台：船舶登记、船员证书、港口通关、危险货物申报、船舶检验预约、污染报告及费用支付现通过单一门户（zwfw.msa.gov.cn或“海事通”App）办理。主要改进：船舶/企业数据一次提交——无需跨表单重复录入；集成费用支付（微信支付、支付宝、企业对公转账）；实时申请状态追踪；所有海事文件认可电子印章和电子签名。系统与海关、边检和港口当局平台互联互通，实现真正的“一站式”通关。

Impact / Action Required

If your company hasn't yet registered on the Single Window, do so immediately — some MSA offices have stopped accepting paper submissions. Assign at least one staff member as the platform administrator. Integrate the Single Window API with your internal fleet management system if available. Training is essential — MSA offers free online tutorials on the platform.

影响 / 需采取的行动

如贵公司尚未在“单一窗口”注册，请立即注册——部分海事局已停止受理纸质申报。指定至少一名员工作为平台管理员。整合“单一窗口”API与贵司内部船队管理系统（如可用）。培训至关重要——海事局在平台上提供免费在线教程。

<https://zwfw.msa.gov.cn/>

10 Administrative Penalties — Updated Fine Schedule 行政处罚——最新罚款标准

POLICY REF 《海事行政处罚规定》(2024修订), 交通运输部令2024年第33号

Summary

China MSA revised its administrative penalty schedule with significantly increased fines for common violations: operating without valid certificates (fine increased from RMB 20,000-100,000 to RMB 50,000-500,000 with potential criminal referral); pollution discharge in restricted waters (fine from RMB 50,000-200,000 to RMB 100,000-1,000,000); false reporting in port entry/exit declarations (new penalty category, RMB 10,000-50,000); exceeding safe manning working hours (new penalty, RMB 5,000-20,000 per affected seafarer); AIS tampering or intentional shutdown (fine increased to RMB 20,000-200,000 with master's certificate suspension). A new "three strikes" rule means three violations within 12 months trigger mandatory company audit by MSA.

摘要

中国海事局修订了行政处罚标准, 大幅提高常见违规罚款: 无有效证书航行(罚款从2-10万元提高至5-50万元, 可能移交刑事处理); 限制水域排放污染物(罚款从5-20万元提高至10-100万元); 进出港申报虚假信息(新增处罚类别, 1-5万元); 超过安全配员工时(新增处罚, 每名受影响海员5千-2万元); AIS篡改或故意关闭(罚款提高至2-20万元, 吊销船长证书)。新“三次违规”规则指12个月内三次违规将触发海事局对公司强制审核。

Impact / Action Required

The increased penalty scale demands higher compliance diligence. Implement a compliance dashboard tracking all vessel certificates, crew working hours, and reporting deadlines. The "three strikes" rule means even minor violations accumulate — treat every infraction as a risk to your operating license. Budget for higher legal/compliance costs. Consider engaging a maritime compliance consultant for quarterly audits.

影响 / 需采取的行动

提高的处罚标准要求更高的合规尽责水平。建立合规仪表盘追踪所有船舶证书、船员工作时间和报告期限。“三次违规”规则意味着即使是轻微违规也会累积——将每次违规视为对经营许可的风险。预算更高的法律/合规成本。考虑聘请海事合规顾问进行季度审核。

https://www.msa.gov.cn/page/zcfg/zcfg_index.html

Data Source / 数据来源: China Maritime Safety Administration (中华人民共和国海事局) official public documents — msa.gov.cn. Policies summarized may be subject to further amendment. This is an AI-assisted summary for reference only.

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