The Situation and Challenge of China's Legal Inspection System of Ships

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Abstract: Ship inspection is a highly professional and technical administrative permission work, which is the first link to ensure the safety of navigation and operation of the ship. Under the new situation of powerful transportation and high-quality development, we need to reexamine the development connotation of China's legal inspection system, analyze the problems existing in the existing ship inspection and inspection management system, clarify the challenges and opportunities faced by the ship inspection system, initially put forward effective solutions, and provide necessary decision-making reference for the standardized construction of ship inspection management.

1. The connotation of China's ship legal inspection system

1.1. General requirements for transportation power
Standing at the historical starting point of a big transportation country, the transportation system will strive to start a new journey of building a powerful transportation country in the new era. It is required to build a powerful transportation country with world vision and Chinese characteristics. First, it should be strong in itself, leading in the world in comprehensive strength; second, it should be strong in the country, effectively supporting the people and the country. The aim is to build a world leading transportation power with people's satisfaction and effective support for China's socialist modernization drive [1].

The development of ship inspection should take the construction of a powerful transportation country as the goal, achieve the world-class ship inspection work involving shipyard infrastructure, ship transportation equipment, technical service capacity of ship inspection team, ship inspection system mechanism, policies and regulations to reach the world's advanced level; realize people's satisfaction means that ships under the constraint environment of ship inspection work can provide more safe, convenient, efficient, green and economic Transportation service, constantly meeting the personalized, diversified and upgraded transportation needs of the people; to achieve the effective support for the socialist modernization construction, it means that the ship inspection system and mechanism are moderately advanced, driving and promoting the rational distribution, transformation and upgrading of the productivity of manufacturing industry, shipping industry and supporting industries, and effectively supporting the implementation of national major strategies [2].

1.2. High quality development goal orientation
High quality development is to better meet the people's growing needs for a better life. It is to reflect the development of new development concepts. It is a development in which innovation becomes the
first driving force, coordination becomes endogenous characteristics, green becomes the universal form, opening becomes the only way, and sharing becomes the fundamental purpose. It is a development from "Yes No" to "no good". High quality development must adhere to the principle of quality first and efficiency first, with supply side structural reform as the main line. The purpose is to promote industry development quality change, efficiency change, power change, and improve total factor productivity.

The core of ship inspection is to give full play to the role of the main force of national ship inspection, further promote the high-quality development of ship inspection, and promote the realization of quality change, efficiency change and power change. Quality change is to continuously improve the service quality of ship quality supervision, ship quality inspection and other elements through ship inspection, and promote the development of standardization, large-scale, specialization and green of ships; efficiency change is to realize the transformation of personnel and capital allocation from extensive type to intensive type, scientifically arrange work load, optimize personnel team, and coordinate capital demand, so as to improve the ship The efficiency of inspection work and the efficiency of the use of ship inspection funds should be improved; the dynamic change is to strengthen the reform from the aspects of system innovation, technology innovation and management innovation, promote the optimization of the working environment and daily support capacity of ship inspection, and give full play to the technical support position and role of ship inspection [3].

2. The new situation of China's ship legal inspection system

2.1. Serving social development requires focusing on the overall strategic situation of the new era.
Standing at the historical starting point of a major transport country, we are committed to building a transport power that is world leading, people satisfied and effectively supports China's socialist modernization drive. It is required to adhere to the supremacy of national interests, accelerate the modernization of ship technology and equipment, and put ship quality safety and green environmental protection in a more prominent position. It is required to give full play to the advantages of professional technology, assist in the implementation of the strategy of strengthening China's maritime power, and boost the development of marine products into the deep sea. It is required to seize the strategic opportunity of vigorously developing inland navigation in the Yangtze River economic belt and continue to promote the standardization of inland ships. It is required to promote the public welfare and basic construction of township ferries, so as to make the Rural Revitalization Strategy affordable and travel to the people. One belt, one road, one country, one that is required to promote the coordinated and sustainable development of shipping industry and shipbuilding industry, and to provide more convenient, efficient and accurate foundation support for ship inspection [4].

2.2. To promote economic development, we need to aim at high-quality development goals.
Under the global economic turbulence and high pressure of shipping economy and trade, China's economic development has not changed for a long time. It has brought new business opportunities for the ship inspection work to serve the shipping industry well, the shipbuilding industry to change its development mode, adjust its industrial structure, and innovate energy-saving products, leading the transformation of ship inspection work from extensive development to high-quality development. We need to deepen structural reform on the supply side of water transport and promote the development of standardization, specialization and greening of ships. It is required to make the market play a decisive role in resource allocation, realize the reasonable allocation of personnel, funds and equipment elements, and promote the cost reduction and efficiency increase of ship inspection. It is required to give full play to the main role of CCS in ship inspection, actively promote the construction of local government ship inspection institutions, and mobilize effective resources to meet the inspection needs. It is required that ship inspection technology and equipment science and technology progress, improve ship inspection information and intelligent level, and provide new methods for ship inspection and management [5].
2.3. To highlight the concept of rule of law, we need to comprehensively deepen the reform to the end. In accordance with the general requirements of the modernization of the national governance system and governance capacity and the reform of the administrative department's "deregulation service", we will accelerate the transformation of ship inspection functions. It is required to deepen the reform of ship inspection organization and the change of comprehensive law enforcement mode, further optimize the workflow of ship inspection, simplify the inspection items, promote the deep integration of inspection management of commercial and fishing vessels, and deepen the integration of statutory inspection and maritime safety supervision. It is required to clarify the work attributes of statutory inspection of ships, clarify the main responsibilities of safety management of ship design, construction and business units, and promote the construction of inspection quality management system and integrity system of ship inspection institutions. It is required to optimize and perfect the system and mechanism for the healthy development of ship inspection team, create a good environment for talent development and build a high-quality inspection team. It is required that the international influence of China's ship inspection should be improved, its voice in international organizations should be strengthened, and it should actively perform the contract and participate in international maritime affairs, so as to provide a new stage for ship inspection technology research and management practice.

3. Challenges faced by China's statutory inspection system

3.1. The nature of ship inspection has not been clearly defined.
There are many fuzzy understandings and understandings about the nature and positioning of the statutory inspection of ships in the relevant documents of the industry, which have a negative impact on the development of the inspection of ships. The reasons are as follows: first, the functional boundary between statutory inspection (ship quality supervision) and ship quality inspection is not clear, and there is a problem of usurpation, which leads to the illusion that the ship inspection agency is the inspection and inspection agency; second, the Chinese name of the ship inspection agency has two words of "inspection", according to which it is understood as the inspection and inspection agency outside the industry, and there is a deviation in understanding; third, there is a misunderstanding in the ship inspection agency. When the legal inspection is allowed to collect fees, some ship inspection organizations pursue economic benefits unilaterally, which makes the society think that they are service organizations engaged in inspection and testing. To sum up, the content of the existing legal inspection of ships is more inclined to ship quality inspection, and there are many items and complicated procedures, which weaken or even neglect the nature of ship quality supervision.

3.2. The relationship between ship inspection agencies has not been fully straightened out.
The top-level design unit is not clear about the development direction and goal of ship inspection, and lacks clear business planning. The ship inspection institutions at all levels and all over the country have not formed a unified, coordinated and efficient management mechanism, which has seriously affected the development of ship inspection. The responsibilities of local governments, local transportation authorities or fishery authorities are not specified in relevant documents. Therefore, it is generally considered that ship inspection belongs to the central authority, and the statutory inspection carried out by local ship inspection agencies is also authorized by the central government (Ministry of transport). This also makes it difficult to get the support of the superior transportation department in ship inspection work. In addition, there are many disputes on how to treat the relationship between ship inspection and maritime, such as whether the ship inspection agency is part of the maritime team or the object of maritime supervision.

3.3. The responsibility of the main body of ship quality inspection is unclear.
As the national ship quality and technical supervision department, the ship inspection agency shall be responsible for the supervision of ship quality and safety, and the ship designer, ship builder, ship owner, operator, master, etc. shall be mainly responsible for the ship quality and operation safety.
However, at present, there are no relevant laws and regulations clearly involving the responsibilities of the above-mentioned relevant subjects in ship quality assurance, resulting in unclear responsibility attribution.

3.4. The technical support capacity of ship inspection is insufficient.
At present, there is no research and technical support unit for the ship inspection system, and the research on its technical regulations and specifications is mainly entrusted to China Classification Society. However, China Classification Society focuses on the classification ships that are in line with the international standards. It is difficult to invest a lot of energy in local small and medium-sized ships, and it is generally difficult to adapt to the inspection requirements of the actual ships, which also causes some problems such as inadequate coverage and applicability of the ship inspection standards. In addition, it is also unable to provide technical support to the local Ship Inspection Bureau (Office), which makes it difficult to unify the technical standards of on-site inspection and improve the professional level of local ship inspection.

3.5. The construction of ship inspection personnel is relatively backward.
At present, ship inspection institutions and their surveyors' attention, social and self-identity have greatly declined, ship inspection human resources are in short supply, and work pressure has increased. Especially in recent years, with the increasing efforts of responsibility investigation, Ship Surveyors are afraid of difficulties, resulting in fewer and fewer surveyors who dare to take on the responsibilities, serious personnel loss and unstable team development. After the cancellation of the reform of ship inspection charges, there is no effective incentive mechanism, which further aggravates the loss of personnel. In addition, due to the lack of specialized training institutions and training mechanisms, it is difficult to carry out systematic training and knowledge updating training for Ship Surveyors, resulting in low quality of local Ship Surveyors, difficult to improve their professional level, and difficult to guarantee the inspection quality.

3.6. The ship inspection system needs to be matched and improved.
The existing legal inspection system of ships does not match its essential attribute, which leads to the fact that the responsibility of ship inspection goes beyond the essential category of technical supervision, the legal responsibility boundary between ship inspection organization and ship design, construction and business unit is not clear, the legal inspection work of ships is misplaced, and the main responsibility of enterprises for ship quality and safety cannot be implemented. The responsibility of Surveyors is overstepping, which affects the stability and development of surveyors to some extent. In addition, it is difficult to effectively integrate the commodity inspection and fishery inspection system, and there are also obstacles of different institutional nature and personnel identity.

4. Conclusion
The situation and challenges faced by China's legal inspection system are relatively complex. It is suggested that China's ship inspection work should aim at providing safe, standardized, efficient and convenient ship inspection service management, and promote the modernization of ship inspection legal system and governance capacity. The development of various elements of ship inspection embodies the following characteristics.

(1) A Clear legal attribute. To standardize the functional boundary between ship quality supervision and ship quality inspection, distinguish the behavior and system of ship legal inspection, and clarify the legal mandatory, administrative auxiliary and public service characteristics of ship inspection.

(2) A clear relationship between power and responsibility. Clarify the right relationship between local ship inspection authorities and maritime and transportation authorities, identify the responsibilities of ship inspection and shipyards, shipowners and suppliers, and determine the government responsibilities and non-governmental behaviors of ship inspection according to the identity and functions of the inspection.
(3) A comprehensive business guidance. With a scientific and complete legal system, law enforcement system and supervision system, sound policies and measures related to system integration, fund guarantee, special rectification and maritime affairs, it can effectively regulate and guide the healthy and sustainable development of the ship inspection industry.

(4) A complete management system. Strengthen the supervision function of ship inspection industry, and promote the standardized construction of ship inspection management in terms of inspection organization management, ship inspection personnel management, ship inspection quality management, training management, information management, integrity management, ship inspection culture, etc.

(5) A sound talent team. It has a high attraction for high-level, compound and professional technical personnel, pays attention to the training of Ship Surveyors, forms a ship inspection team with reasonable structure and strong stability, improves the position of the industry, and improves the sense of belonging of Ship Surveyors.

5. References
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