

China Maritime Trial (2022-2024)

The Supreme People's Court of the People's Republic of
China

Preface

The year 2024 marks the 40th anniversary of the establishment of maritime courts in China. Under the strong leadership of the Central Committee of the Communist Party of China (CPC), the maritime adjudication work of the People's Courts has grown from inception to prominence, achieving comprehensive development and historic success. The People's Courts have successively established 11 maritime courts and 42 dispatched tribunals, forming a specialized maritime trial system characterized by "three levels of courts and a two-tier trial system" with cross regional jurisdiction. This jurisdiction encompasses all sea areas, navigable waters connecting to the sea, and ports under China's jurisdiction. The scope of cases accepted has expanded from 18 types to 108 types, evolving from primarily maritime commercial and trade disputes to cover maritime rights and interests, the marine economy, marine environmental

protection, and other maritime civil, administrative, and specific criminal fields. Cumulatively, the courts have accepted over 600,000 cases with a total subject matter value approaching RMB 4.5 trillion. This includes more than 80,000 foreign-related maritime cases involving parties from over 140 countries and regions. The courts have issued 38 maritime judicial interpretations and normative documents, 16 guiding cases, and 122 typical cases; furthermore, 138 maritime reference cases have been included in the People's Courts Case Library. China has emerged as the jurisdiction with the most complete maritime trial system, the largest volume of maritime cases, and the richest variety of case types globally.

From 2022 to 2024, maritime courts at all levels adhered to the guidance of Xi Jinping Thought on Socialism with Chinese Characteristics for a New Era. They fully implemented the guiding principles of the 20th CPC National Congress and its plenary sessions, thoroughly applying Xi Jinping Thought on the Rule of Law and General Secretary Xi Jinping's important instructions on accelerating the construction of a strong maritime country. Anchored in maritime trial practice, the courts have strengthened maritime judicial construction, adjudicated various

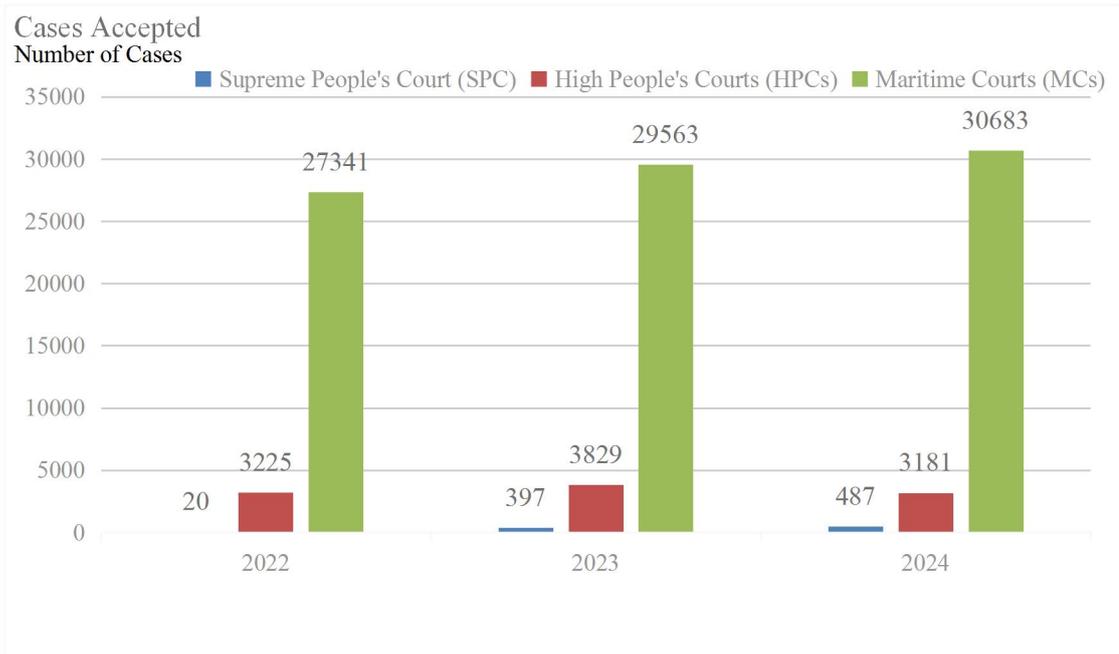
maritime cases impartially and in accordance with the law, and comprehensively promoted the high-quality development of maritime trial work. They have strived to make positive contributions to accelerating the construction of a strong maritime country. The international credibility and influence of China's maritime trials have continued to rise, and China's maritime courts have become a preferred forum for the resolution of international maritime disputes.

I. General Introduction of Maritime Trial and Enforcement Nationwide

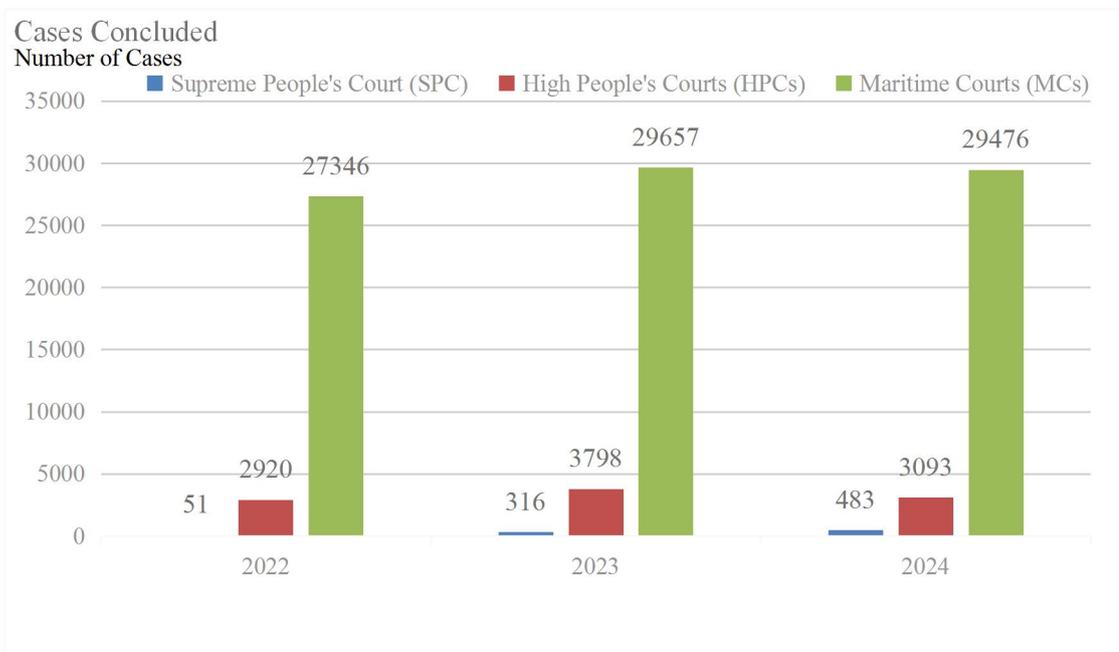
(I) Overall Situation

From 2022 to 2024, courts participating in maritime adjudication at three levels nationwide accepted a total of 98,726 cases of maritime tort and commercial, maritime administrative, maritime criminal, and maritime enforcement disputes, and concluded 97,140 cases.

Annex One: The Statistics of Maritime Trial and Enforcement Cases Accepted in China (2022-2024)



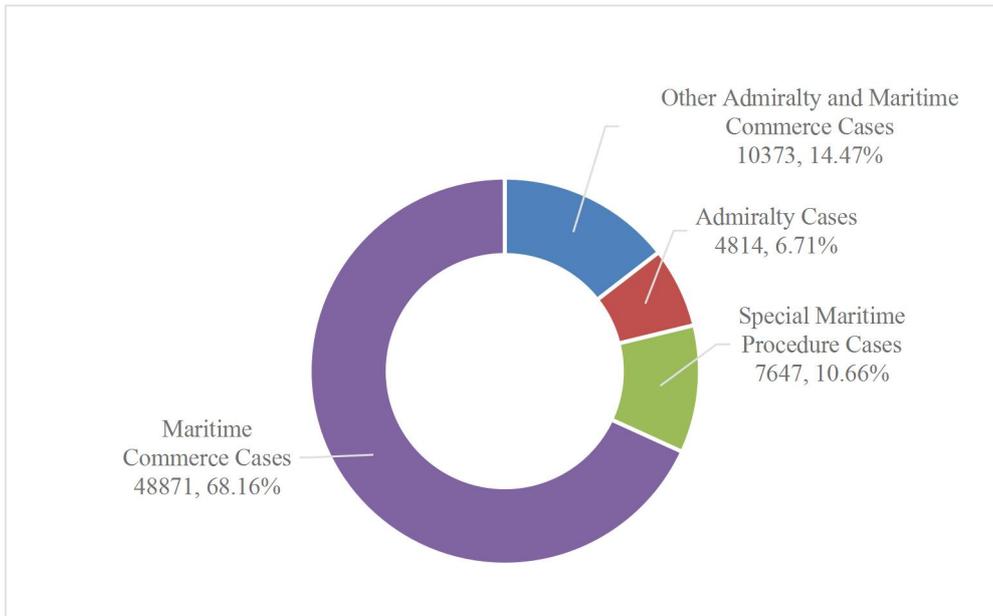
Annex Two: The Statistics of Maritime Trial and Enforcement Cases Concluded in China (2022-2024)



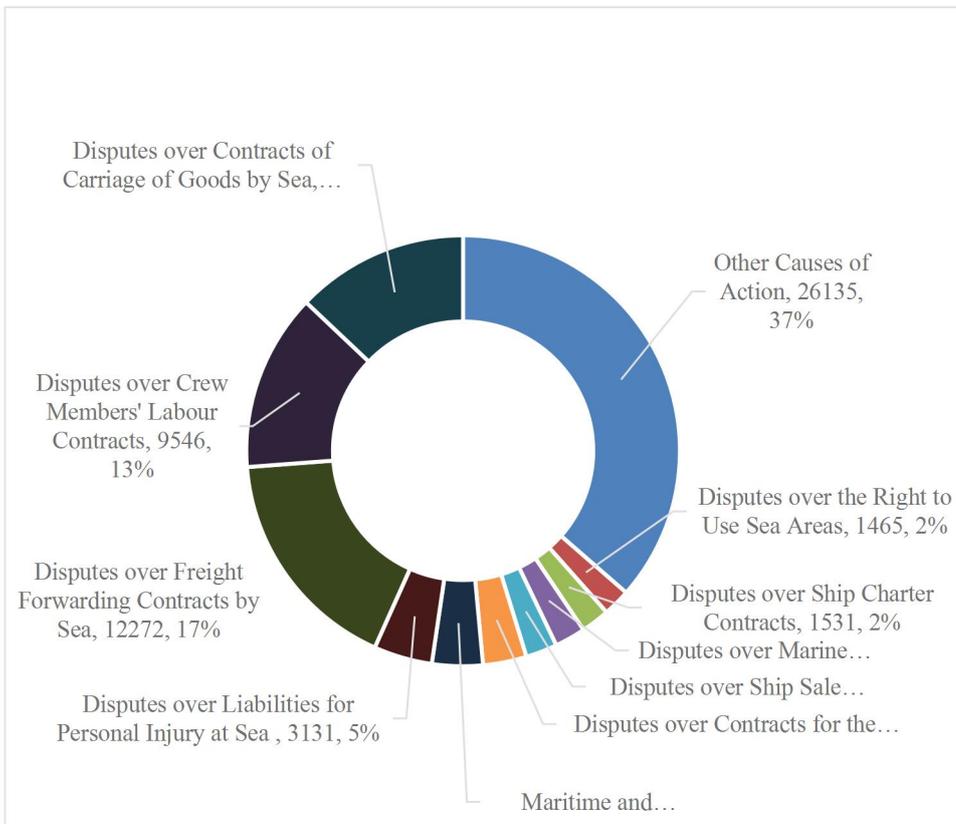
(II) Brief Introduction of Maritime Case Categories

From 2022 to 2024, the three levels of courts trying maritime cases nationwide accepted 71,705 maritime tort and commercial cases and concluded 70,759. Specifically, maritime commercial cases accounted for 68.16%, special maritime procedure cases for 10.66%, maritime tort cases for 6.71%, and other maritime and commercial cases for 14.47%. The courts accepted 5,477 maritime administrative cases and concluded 5,482, accepted 185 maritime criminal cases and concluded 193. Six maritime courts, on the pilot jurisdiction, accepted 95 first-instance maritime criminal cases concerning maritime traffic accidents and damaging marine ecological environment and resources, concluded 102. Among them, Haikou Maritime Court concluded 57 cases, Ningbo Maritime Court concluded 41 cases, and Nanjing, Qingdao, Xiamen, and Guangzhou Maritime Courts each concluded 1 case.

Annex Three: Distribution of Maritime Case Types in China
(2022-2024)



Annex Four: Distribution of Causes of Action in Maritime Cases in China (2022-2024)



(III) Situation of Cases Involving Hong Kong, Macao, Taiwan, and Foreign Elements

From 2022 to 2024, the three levels of courts trying maritime cases nationwide accepted 6,823 foreign-related cases and 1,226 cases involving Hong Kong, Macao, and Taiwan regions of China elements. They concluded 6,071 foreign-related cases and 1,134 cases involving Hong Kong, Macao, and Taiwan regions of China elements. Specifically, the eleven maritime courts accepted 6,534 foreign-related cases and 1,129 cases involving Hong Kong, Macao, and Taiwan regions of China elements at the first instance; concluding 5,851 foreign-related cases and 1,055 cases involving Hong Kong, Macao, and Taiwan regions of China elements. The cases involved 143 countries and regions.

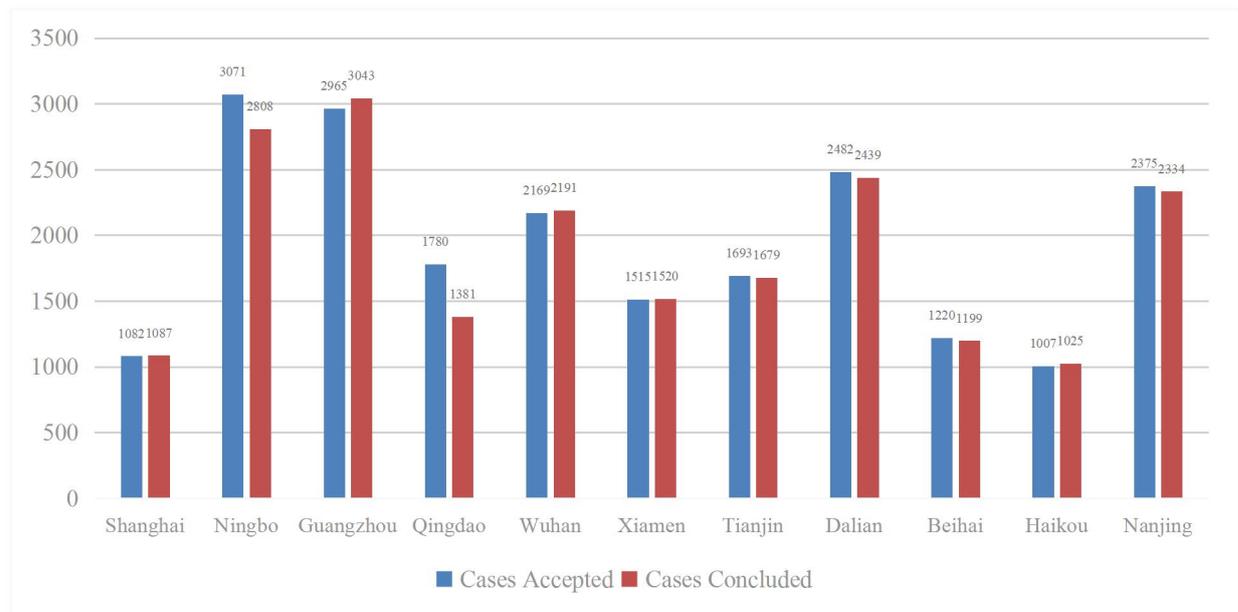
(IV) Situation of Vessel Seizure and Auction

From 2022 to 2024, the eleven maritime courts seized 2,592 vessels, including 49 foreign vessels and 6 vessels from Hong Kong, Macao, or Taiwan regions of China. A total of 1,376 vessels were auctioned, including 13 foreign vessels and 2 vessels from Hong Kong, Macao, or Taiwan regions of China.

(V) Situation of Enforcement

From 2022 to 2024, the eleven maritime courts accepted 21359 maritime enforcement cases and concluded 20706.

Annex Five: Comparison of Maritime Enforcement Cases Accepted and Concluded in China (2022-2024)



II. Giving Full Play to the Function of Maritime Adjudication to Serve and Safeguard the Construction of a Strong Maritime Country and High-Standard Opening Up

As a major country in shipping, trade, ports, shipbuilding, and seafarers, China is the economy with the highest maritime connectivity and the largest volume of trade in goods globally. Maritime trials, as an important component of the People's Courts' work, have a significant role to play in supporting and serving Chinese modernization through the modernization of adjudication

work, particularly in the process of building a strong maritime country. Three levels of courts trying maritime cases nationwide, standing at the intersection of domestic and international dynamics and coordinating the two major issues of development and security, firmly safeguard China's sovereignty, security, and development interests. They actively promote the high-quality development of the marine economy, build a solid barrier for marine ecological environmental protection, perform duties in accordance with the law, deepen reform and innovation, and serve to ensure the steady and long-term implementation of national maritime strategies and high-standard opening up.

(I) Actively Exercising Maritime Judicial Jurisdiction in Accordance with the Law to Safeguard National Sovereignty and Maritime Rights and Interests

Maritime adjudication is vital to safeguarding national sovereignty and protecting maritime rights and interests. It is, therefore, a crucial responsibility and mission of maritime adjudication to proactively exercise, in accordance with the law, maritime judicial jurisdiction over sea areas under China's jurisdiction. The Haikou Maritime Court properly concluded a

marine ecological environment damage compensation case caused by the grounding of a foreign vessel, which damaged coral resources. The court lawfully upheld the compensation claim filed by the ecological environment bureau. This ruling effectively exercises judicial jurisdiction over China's jurisdictional waters, vigorously safeguarding the nation's maritime rights and interests in the relevant sea areas. The Nanjing Maritime Court applied the Anti-Foreign Sanctions Law of the People's Republic of China for the first time, accepting a tort lawsuit filed by a Chinese shipyard against a foreign company and seizing the vessel involved. Within just 39 days, the court facilitated a settlement between the parties, enabling the Chinese shipyard to successfully recover over RMB 84 million in construction payments. In a carriage of goods contract dispute before the Guangzhou Maritime Court, the foreign shipping company sought an anti-suit injunction from a foreign court to enjoin the plaintiff insurance company from proceeding with the lawsuit in China, despite a Chinese court having already issued a final ruling on its jurisdiction. Upon the insurance company's application, the maritime court issued a maritime injunction in accordance with the law, ordering the shipping company to apply for the withdrawal of the anti-suit injunction. The shipping company complied with the maritime

injunction, and the foreign court granted its application to withdraw the anti-suit injunction. This case serves as a powerful demonstration of China's judicial authority. Subsequently, the dispute was quickly resolved through mediation presided over by the maritime court, showcasing the efficiency and wisdom of Chinese justice.

(II) Giving Full Play to the Functions of Maritime Justice to Promote High-Quality Development of the Marine Economy

The ocean is a strategic location for high-quality development, and a modern marine economy provides vital support for building a strong maritime country. Three levels of courts trying maritime cases nationwide have focused on the CPC Central Committee's deployment regarding encouraging and guiding social capital to actively participate in the development of the marine economy, protecting independent innovation capabilities in marine science and technology, cultivating leading marine technology enterprises and "specialized, refined, distinctive, and novel" SMEs, expanding and strengthening marine industries, and strengthening marine ecological environmental protection. They have given full

play to maritime judicial functions to provide strong judicial safeguards for the high-quality development of advantageous and emerging marine industries such as the modern shipping industry, offshore wind power industry, shipbuilding industry, and advanced marine engineering equipment manufacturing.

Maintaining the Stability of Shipping and Commercial Order. The people's courts have adjudicated various maritime cases involving the carriage of goods by sea and navigable waters, multimodal transport, freight forwarding, ship sales, marine insurance, and ship collisions in accordance with the law, promoting the stable development of international trade and ensuring the security of global supply chains. **First, they clarified the right to take delivery under bills of lading.** In a retrial regarding a dispute over a contract for the carriage of goods by sea between an Indian export company, a Shanghai supply chain company (collectively as Retrial Applicants) and a Liberian shipping trade company, a Korean shipping company (collectively as Retrial Respondents), where two sets of original bills of lading existed for the same batch of goods, the Supreme People's Court confirmed in the retrial that the holder of a validly obtained, completely endorsed, and transferred order bill of lading has the

right to claim delivery of goods from the carrier. The judgment reversed the previous ruling and supported the Indian export company's claim for the proceeds from the sale of the goods, protecting the legitimate rights and interests of foreign parties in accordance with the law and providing strong judicial safeguards for the stability of international trade and the efficiency of financial circulation. **Second, they clarified liability principles in international multimodal transport.** The Dalian Maritime Court adjudicated a dispute over a multimodal transport contract between a logistics company and an international company. The case concerned the export and cross-border transport of large-scale domestic power equipment, which was integral to the construction and operation of two important overseas power stations. In its ruling, the court accurately clarified the liability principles governing international multimodal transport contracts. The court carefully balanced the rights and obligations of the shipper and the multimodal transport operator in accordance with the law and the contract, providing valuable legal guidance for Chinese enterprises seeking to “go global” and to deepen their participation in “Belt and Road” green energy cooperation. **Third, they clarified judicial guidance for marine salvage.** In the second instance of a ship collision damage liability dispute

involving a Chinese insurance company, a Liberian company, and a Chinese Fujian shipping company, the High People's Court of Guangdong Province accurately interpreted and applied the provisions on marine salvage set forth in the International Convention on Salvage, 1989 and the Maritime Law of the People's Republic of China. The court further clarified the review standards for the statutory agency or emergency representation rights of the master or shipowner in signing a salvage contract. This reflects recognition of the master's timely decision to seek salvage, while also guiding masters to exercise their rights with prudence, thereby effectively ensuring the safety of navigation.

Fourth, they respected international rules on general average.

In a general average dispute arising from a ship collision incident involving a shipping company and a trading company, the Xiamen Maritime Court determined the general average amount to be shared by the ship and cargo parties in accordance with the York-Antwerp Rules, protecting and promoting maritime transport.

Fifth, they supported international ship safety standards.

In a dispute over a marine insurance contract between a foreign shipping company and a Chinese property insurance company adjudicated by the Shanghai Maritime Court and the Shanghai High People's Court, where the vessel involved was damaged due

to grounding, the court held that the vessel violated the International Safety Management Code (ISM Code), which seriously affected navigation safety and constituted unseaworthiness. Consequently, the insurer was not liable for compensation for the insurance accident. This case is of positive significance for regulating the international shipping safety regime. **Sixth, they safeguarded the steady development of navigable inland river shipping economy.** When multiple freighters were stranded in the Three Gorges Reservoir area due to trade disputes, leaving 35,000 tons of diluted bitumen unable to be unloaded normally and creating huge economic losses and ecological risks, the Wuhan Maritime Court facilitated a settlement through multi-party mediation. This achieved a multi-win effect of promoting trade flow, ensuring smooth inland waterways, and protecting the ecology of the Yangtze River.

Safeguarding the Development Security of the Shipbuilding Industry. As the world's largest shipbuilding nation, the shipbuilding industry is a core component of China's high-end marine equipment manufacturing industry and a key pillar promoting marine economic growth, safeguarding national security, and supporting the strategy of a strong maritime country.

The people's courts have fully leveraged their adjudicatory functions to justly and efficiently hear cases involving advanced shipbuilding manufacturing and the development of modern service industries, safeguarding the security of the shipbuilding industry and promoting industrial transformation and upgrading. Simultaneously, based on trial practices, courts have summarized experiences and actively conducted judicial research, serving the high-quality development of the shipbuilding industry with high-quality think tank report. **First, they properly resolved series disputes in ship construction.** In a dispute over a ship operation loan contract adjudicated by the Tianjin Maritime Court involving an equipment engineering company and a heavy industry technology company, concerning a project for the construction and export of 8 vessels and involving over 20 related contracts with a dispute amount of RMB 200 million, the court accurately identified the contractual elements and determined the contract's validity and the parties' liabilities in accordance with the law. All parties accepted the first-instance judgment, which provides effective guidance for guiding and regulating ship construction financing and risk management. **Second, they prevented and resolved legal risks in the shipbuilding industry.** In 2023, the Nanjing Maritime Court issued the Chinese-English

bilingual *Report on Judicial Services to Support the Development of the Shipbuilding and Ocean Engineering Equipment Industry*, publishing 10 typical cases involving ship building contract disputes and financing structure disputes. It offered suggestions on strengthening new energy ship R&D, enhancing technological innovation capabilities, and improving key supporting facilities, guiding the standardized development of the shipbuilding industry and building a pinnacle for judicial protection of ship construction. In 2024, the Ningbo Maritime Court released *the Guide to Legal Risk Prevention in Ship Repair and Construction Contracts* to guide ship repair and construction enterprises in improving risk anticipation and response capabilities. **Third, they assisted the shipbuilding industry in enhancing rule-making discourse power.** In 2024, the Dalian Maritime Court submitted the *Special Research Report on Judicial Service Innovations in Boosting High-Quality Development of the Shipbuilding Industry*, conducting in-depth research on how to enhance the rule-making discourse power of the shipbuilding industry and proposing suggestions and plans, providing strong intellectual support for safeguarding the safety and development of China's shipbuilding industry.

Promoting the Development of New Quality Productive Forces in the Marine Economy. Protecting innovation drives and promoting industrial renewal are the foundations and prerequisites for promoting the high-quality development of the marine economy. The people's courts have properly heard cases involving new business forms of the marine economy such as offshore wind power, submarine pipelines, marine ranching, port engineering, and marine cultural tourism, assisting in cultivating and developing new quality marine productive forces and shaping new advantages and drivers for high-quality marine development. **First, they skillfully used maritime injunctions to resolve offshore wind power equipment contract disputes.** When offshore wind power tower equipment commissioned for transport by a company was detained by the shipowner, the company applied to the Guangzhou Maritime Court for a maritime injunction. The court adopted a case-handling approach of "quickly organizing hearings and striving for mediation," facilitating a settlement between the shipowner and its debtor. The shipowner agreed to release the cargo, and the equipment involved was successfully delivered to the applicant, ensuring the on-schedule grid connection and operation of China's first million-kilowatt offshore wind power project. **Second, they**

accurately determined liability for ship collision, safeguarding submarine pipeline safety. In a dispute over damages caused by a vessel belonging to a shipping company colliding with a submarine oil pipeline, the Dalian Maritime Court accurately clarified the rights and responsibilities of all parties to the accident. By equally protecting the legitimate rights and interests of oil and gas enterprises, shipping enterprises, and the insurance industry in accordance with the law, the court safeguarded the safety and stability of submarine pipeline energy transport. **Third, they protected innovation and properly handled marine ranching disputes.** In a marine ranching platform construction contract dispute between Xing Company and Xi Company heard by the Qingdao Maritime Court, the court timely provided guidance and regulation for new situations and problems arising in the development of marine ranching construction, serving and guaranteeing the transformation and upgrading of marine development and utilization. **Fourth, they clarified ship financial leasing disputes, and promoted maritime financial innovation.** In a dispute over a ship financial leasing contract between Zhong Company and Rui Company, the Tianjin Maritime Court, in accordance with the law, determined issues concerning liability for breach of financial leasing contracts, responsibility

arising from retention of title, and the enforceability of unregistered ship mortgage rights. The court firmly made a negative evaluation to the defaulting party's dishonest conduct, fully demonstrating the vital role of maritime justice in safeguarding maritime financial reform and innovation and promoting the sustainable and healthy development of the shipbuilding industry.

Actively Protecting the Legitimate Rights and Interests of Crew Members. Crew members are important production factors in the shipping industry and the cornerstone for maintaining the security of international maritime channels and stabilizing shipping and trade order. With the scale of China's crew ranking first globally, maritime trials play an irreplaceable and important role in safeguarding crew rights. **First, they fully protected crew members' litigation rights.** In a retrial of a maritime personal injury liability dispute between the applicant Wu and a Fujian fishery company, the Supreme People's Court clarified that labor disputes related to crew members boarding, working on board, and repatriation, as well as personal injury compensation cases, do not require labor arbitration as a prerequisite procedure. Parties can sue directly in maritime courts, providing judicial guarantees

for crew members to safeguard their rights in accordance with the law. **Second, they linked litigation, mediation, and enforcement to resolve mass crew disputes.** The Tianjin Maritime Court practiced the concept of "Adjudicating As If I Were the Litigant" (Ru Wo Zai Su), using mediation to efficiently resolve 102 crew labor contract dispute cases filed by Hao and 87 others against a shipping company. The court ensured the payment of crew wages through the judicial auction of vessels, thereby resolving the dispute and effectively safeguarding the legitimate rights and interests of crew members. **Third, they protected the labor rights of "silver-haired" crew members in accordance with law.** In a marine insurance contract dispute between a company and an insurance company, the Guangzhou Maritime Court clarified that employers hiring crew members over the statutory retirement age are not excluded from the scope of the Regulation on Work-Related Injury Insurances, providing judicial protection for the legitimate rights and interests of "silver-haired" crew members. **Fourth, they fully fulfilled convention obligations protecting crew rights.** For crew labor disputes where crew members were dispatched to international sailing vessels by crew service agencies with agreements to apply collective bargaining agreements, the Dalian Maritime Court

insisted on fulfilling the obligations of the *Maritime Labour Convention, 2006* to which China is a party, clarifying the application of collective agreements and safeguarding the legal rights of dispatched crew members. **Fifth, they opened "green channels" for crew litigation services.** Maritime courts have provided efficient and convenient judicial services for crew litigation through various forms. For example, the Haikou Maritime Court issued *the 12 Measures on Convenient Litigation Services for Cases Involving Crew Members and Fishermen*, opening "green channels" for fast filing, trial, enforcement, and conclusion of crew cases. Relying on smart trial platforms, telephone guidance, online filing, online service of process, internet mediation, and WeChat payment, the court achieved a satisfactory outcome, whereby crew members could participate in the entire litigation process without leaving their ships.

(III) Practicing the Concept of Green Development and Building a Shield for Marine Ecological Environmental Protection

Marine ecological environmental protection is crucial to the construction of ecological civilization and a beautiful China. The

people's courts strictly implement the CPC Central Committee's requirements on "protecting the marine ecological environment", practice the concept of green development, support marine ecological environment public interest litigation in accordance with the law, orderly carry out specialized trial practices, and improve judicial protection cooperation mechanisms to promote the construction of a pattern of grand marine ecological protection.

Supporting Marine Ecological Environment Procuratorial Public Interest Litigation in Accordance with Law. First, they improved the rules for marine ecological environment procuratorial public interest litigation. On May 15, 2022, the Supreme People's Court and the Supreme People's Procuratorate jointly issued *the Provisions on Several Issues Concerning the Handling of Marine Natural Resources and Ecological Environment Public Interest Litigation Cases*, clarifying the functional role of procuratorial organs in marine environmental public interest litigation and promoting the effective connection between marine environmental regulatory departments and procuratorial organs in filing public interest litigation. Relevant provisions were later absorbed into *the Marine*

Environment Protection Law revised in 2023. **Second, they strengthened case guidance for marine ecological environment procuratorial public interest litigation.** On December 29, 2023, the Supreme People's Court and the Supreme People's Procuratorate jointly released typical cases of marine natural resources and ecological environment procuratorial public interest litigation. In a civil public interest litigation case for ecological environmental protection filed by the People's Procuratorate of Tangshan City, Hebei Province against a shipping company, heard by the Tianjin Maritime Court and the Tianjin High People's Court, the two levels of courts ordered the owner of the sunken ship to salvage the vessel within a reasonable period to eliminate environmental pollution and navigation safety risks. This fully reflected judicial organs' adherence to the principle of "protection first and prevention foremost." In a civil public interest litigation case regarding illegal fishing filed by the People's Procuratorate of Nanjing City, Jiangsu Province against Zhou and others, heard by the Nanjing Maritime Court, the court balanced ecological environmental protection with the defendants' right to survival and development, highlighting the combination of punishment and education in "one case, one restoration," practicing a new model of regional collaborative governance for the marine

ecological environment in the Yangtze River Delta. **Third, they leveraged judicial efficacy of procuratorial public interest litigation to combat illegal sea sand mining.** In a civil public interest litigation case regarding marine natural resources and ecological environment filed by the People's Procuratorate of Qingdao City against Wang, Zhen, and 11 others, heard by the Qingdao Maritime Court and the High People's Court of Shandong Province, the court carried out a full-chain crackdown on the organizers, miners, and transporters involved in the illegal sand mining chain, thoroughly cutting off the "mining, transport, and sales" profit chain. The Guangzhou Maritime Court innovated a "Court Judgment Enforcement + Procuratorial Supervision + Administrative Regulation" model, using labor compensation for off-site restoration to effectively solve the "difficulty in enforcement" in marine environmental civil public interest litigation.

Orderly Carrying Out Specialized Trial Practices. The complexity of the marine ecosystem and the arduousness of preventing marine ecological environmental risks require maritime courts to fully leverage their specialized advantages. **First, they accurately determined civil liability for oil**

Pollution damage. The Qingdao Maritime Court, in adjudicating the dispute over oil pollution damage liability involving the Liberian vessel "SYMPHONY", accurately applied the *International Convention on Civil Liability for Oil Pollution Damage, 1992* to which China is a party. The court determined the oil pollution damage compensation liability of the leaking ship's owner, safeguarding the compensation for clean-up costs while limiting the shipowner's liability within a reasonable range in accordance with the law. This reflects the convention's multiple goals of encouraging clean-up, proper compensation, and balancing other pollution damage claims, which is of great significance for protecting the marine environment and promoting the development of the maritime transport industry. **Second, they supported and supervised maritime administrative organs.** An investment company in Beihai City carried out reclamation construction without obtaining the right to use sea area in accordance with the law, causing the sea area involved to form land. The local Ocean and Fishery Bureau ordered it to return the illegally occupied sea area, confiscated illegal gains, and imposed a fine. The investment company filed an administrative lawsuit requesting the revocation of the administrative penalty decision. The Beihai Maritime Court and the High People's Court of

Guangxi Autonomous Region affirmed the administrative organ's law enforcement act, which provides clear guidance on identifying the responsible party, the due process for imposing penalties, and the exercise of discretion in illegal reclamation cases, providing effective legal guarantee for legally utilising and managing the sea. **Third, they resolutely punished illegal and criminal acts.** In the case of Mai and 8 others committing the crime of harming precious and endangered wildlife heard by the Haikou Maritime Court, the defendants violated *the Wildlife Protection Law of the People's Republic of China* by illegally purchasing, hunting, and killing Green Sea Turtles, a Class I national key protected wild animal. The court sentenced the nine defendants to fixed-term imprisonment ranging from 1 to 5 years and imposed fines for the crime of harming precious and endangered wildlife, demonstrating a clear attitude of guarding marine natural resources and the ecological environment with the strictest justice.

Improving Judicial Protection Cooperation Mechanisms.

The people's courts have fully implemented the damage compensation system centered on ecological environment restoration, put the concept of restorative justice into practice, and

achieved multi-party wins in integrating law enforcement, judiciary, and pollution source governance for the protection of marine and navigable water ecosystems. **Frist, they strengthened law enforcement and judicial collaboration , orchestrating a "grand chorus" for marine ecological protection.** Maritime courts are firmly committed to the concept of integrated ecological and environmental development, forging a high-standard paradigm for judicial collaboration in marine ecological protection. For instance, the Ningbo Maritime Court has established a collaborative mechanism linking maritime judiciary with maritime and coast guard law enforcement, involving bodies such as the Zhejiang Maritime Safety Administration, the Zhejiang Coast Guard, and the Second Directly-Affiliated Bureau of the China Coast Guard. Concurrently, it has established working mechanisms with judicial departments in localities such as Ningbo, Wenzhou, and Zhoushan to delegate community correction investigations. These efforts enhance full-process, systemic synergy, ensuring the effective suppression of criminal activities detrimental to the marine environment and its resources. **Second, they leveraged the guiding role of cutting-edge scientific research to enhance the efficacy of judicial practice.** The Xiamen Maritime Court, for

example, has deepened its co-development and mutual learning with the Third Institute of Oceanography, Ministry of Natural Resources. It established the Xiamen Ecological Justice Demonstration Base at the Xiatanwei Mangrove Park. Relying on the Xiamen Ecological Judicial Collaborative Protection Platform, the court is exploring and refining mechanisms for marine public interest litigation, further consolidating a concerted, multi-dimensional effort for marine ecological protection. The court also spearheaded a symposium on ecological protection coordination for the Jiulong River estuary, formulating a cooperation plan for a collaborative mechanism and promoting the integrated protection of "Green Carbon" and "Blue Carbon".

Third, they implemented multi-faceted measures to advance the comprehensive ecological protection of the yangtze river.

The Wuhan Maritime Court, for instance, has established a joint mechanism for the "Grand Protection" of the Yangtze River with bodies such as the Changjiang Water Resources Commission (Ministry of Water Resources) and the Yangtze River Basin Ecological Environment Supervision and Administration Bureau (Ministry of Ecology and Environment), thereby refining consultation mechanisms between law enforcement and the judiciary. The court co-hosted a thematic side event for the 14th

Meeting of the Conference of the Contracting Parties to the Ramsar Convention on Wetlands (COP14). In coordination with the Yangtze River Maritime Law Society and the High People's Court of Hubei Province, the Wuhan Maritime Court held the first Yangtze River Protection Judicial Forum, which garnered a strong public response. Furthermore, through judicial rulings, the court has endorsed the purchase of "carbon sinks" as an alternative method for ecological restoration, assisting Hubei in accelerating its development trajectory toward "dual carbon" goals.

III.Promoting the Modernization of Maritime Adjudication Work and Building a Preferred Destination for International Maritime Dispute Resolution

It is a key responsibility of the people's courts to advance and safeguard Chinese modernization by promoting the modernization of their judicial functions. Advancing the modernization of maritime adjudication and establishing a preferred destination for international maritime dispute resolution—thereby continuously enhancing the international influence of China's judiciary—serves as a pivotal strategy for China's participation in and promotion of reforms to the global ocean governance system.

(I) Improving the Domestic Maritime Rule System

The Supreme People's Court has cooperated with legislative bodies to revise the *Maritime Law*, the *Special Maritime Procedure Law*, the *Marine Environment Protection Law*, and the *Civil Procedure Law* (Foreign-Related Part), continuously improving the system of maritime laws with Chinese characteristics. From 2022 to 2024, the Supreme People's Court released a total of 33 typical cases of national maritime trials, marine natural resources and ecological environment procuratorial public interest litigation, maritime cases involving the "Belt and Road" initiative, and cases applying international treaties and customs. In 2024, the Supreme People's Court released 7 thematic guiding cases on maritime trials for the first time, providing more authoritative and clearer rules for the trial of similar cases. For instance, in the case between a shipping company of the Marshall Islands (Retrial Applicant) and an industrial company (Retrial Respondent), concerning a dispute over a contract of carriage of goods by sea, the Supreme People's Court clarified the standard for determining whether a carrier has accurately remarked upon the apparent condition of the goods. This decision holds

significant guiding importance for standardizing the conduct of carriers in issuing bills of lading and for safeguarding the security of transactions in maritime transport. From 2022 to 2024, three levels of courts trying maritime cases nationwide included 138 maritime cases in the People's Courts Case Library, laying a solid foundation for promoting unified application of law and realizing similar judgments for similar cases nationwide.

(II) Actively Participating in the Formulation of International Rules

The United Nations Convention on the International Effects of Judicial Sales of Ships (the "Beijing Convention on the Judicial Sale of Ships") was opened for signature in Beijing on September 5, 2023, becoming the first international maritime convention adopted by the UN General Assembly named after a Chinese city.

This Convention is a vivid illustration of how China's maritime judiciary has leveraged its practical experience and institutional wisdom to actively promote and participate in the formulation of international rules. It demonstrates the full recognition by the United Nations of China's active engagement in advancing the

international maritime rule of law and its significant contributions to the development of the global shipping economy. The Chinese courts have also extended support to Chinese maritime judges to participate in the project deliberations at the United Nations Commission on International Trade Law (UNCITRAL) concerning *the Convention on Negotiable Cargo Documents (NCD)*—a project initiated by a proposal from the Chinese government. This initiative promotes the extension of mature practices from maritime transport documents to all modes of transport, thereby contributing a "China solution" to the enhancement of international trade rules for multimodal transport.

(III) Taking Multiple Measures to Build a Preferred Destination for International Maritime Dispute Resolution

The major deployments of the Third Plenary Session of the 20th CPC Central Committee regarding "improving the mechanism for safeguarding maritime rights and interests" and "strengthening the construction of foreign-related rule of law" have drawn a roadmap for the international engagement of China's maritime trials. The function of maritime adjudication in serving and safeguarding high-standard opening up has become

increasingly prominent, and significant gains have been achieved in building a preferred destination for international maritime dispute resolution.

Improving the "One-Stop" Diversified Dispute Resolution Mechanism for Foreign-Related Maritime Disputes. Three levels of courts trying maritime cases nationwide are continuously summarizing their experiences in the diversified resolution of foreign-related maritime disputes. They are strengthening coordination with maritime arbitration institutions, establishing and improving a "one-stop" resolution mechanism for foreign-related maritime disputes—encompassing mediation, arbitration, and litigation—to provide Chinese and foreign parties with fair, efficient, convenient, and low-cost dispute resolution services. In a case heard by the Shanghai Maritime Court concerning an application by a trading company to confirm the validity of an arbitration agreement, the court implemented the directive of the Third Plenary Session of the 20th CPC Central Committee to "advance institutional and rule innovation in maritime arbitration". It supported the implementation of "pilot measures for ad hoc arbitration" in the maritime sector, thereby promoting the innovative development of maritime arbitration in

China. The Ningbo Maritime Court established a "one-stop" diversified resolution center for foreign-related maritime disputes, integrating mediation, arbitration, and litigation. Relying on the collaborative mechanism established with the China Maritime Arbitration Commission (CMAC) and leveraging the mediation expertise of think tanks from the port, shipping, and logistics sectors—including maritime experts and arbitrators—the court has effectively achieved cross-jurisdictional coordination and management of disputes. In a case heard by the court concerning a dispute over liability for ship collision damages between a Zhoushan shipping company and a Marshall Islands ship management company, the court proactively contacted the foreign P&I (Protection and Indemnity) Club associated with the foreign vessel to participate in mediation. This facilitated a mediation agreement among all parties. The Marshall Islands ship management company voluntarily fulfilled the compensation payment of 1.25 million USD. The mediation efforts received high recognition from both parties and praise from the foreign P&I Club, demonstrating to the international community the superiority and authoritativeness of China's mediation system.

Effectively Enhancing the Attractiveness of International Maritime Dispute Resolution. Three levels of courts trying maritime cases nationwide fully leverage their comprehensive institutional advantages. By continuously strengthening the maritime litigation service system and capacity building, and by summarizing and promoting best practices from typical cases, they strive to make maritime dispute resolution more convenient, law-based, and international. For instance, mechanisms innovated and promoted by the Shanghai Maritime Court—such as the general authorization mechanism for foreign litigants and the pre-guarantee mechanism for releasing arrested vessels (co-created with P&I Clubs)—offer convenient and efficient litigation services to foreign parties. A growing number of foreign parties are proactively choosing to litigate in Chinese maritime courts, clearly demonstrating the international influence and appeal of China's maritime judiciary. **First, foreign parties in ship collision disputes proactively submitted to Chinese jurisdiction and chose Chinese law.** In a case involving a collision between two foreign-flagged vessels in the Strait of Malacca—a dispute with no substantial connection to China—the two foreign parties mutually submitted to the jurisdiction of the Ningbo Maritime Court and chose to apply Chinese law. The

court fully respected the principle of party autonomy, affirming that parties to a foreign-related collision dispute can agree upon the governing law after the incident. Both parties accepted the first-instance judgment, and the defendant promptly fulfilled the payment. This case subsequently became a guiding case and was recognized as one of the "Top 10 Cases Promoting the Rule of Law in the New Era 2024". **Second, foreign parties waived foreign arbitration agreements in favor of Chinese jurisdiction.** A Liberian company and an Indonesian company were in dispute over a ship sale contract. Before commencing foreign arbitration (as originally agreed), the Liberian company applied to the Qingdao Maritime Court to arrest the Indonesian company's vessel. While awaiting arbitration, the parties mutually agreed to change the forum, choosing the Qingdao Maritime Court to deal with the dispute. The court effectively leveraged its "specially-invited mediator" system, helping the parties reach a pre-litigation settlement that was subsequently judicially confirmed. The agreement was fully implemented, resolving the matter completely. **Third, foreign parties waived contractual jurisdiction clauses to seek substantive resolution in China.** In a dispute over contract of carriage of goods by sea before the Dalian Maritime Court—involving a Chilean agricultural

company against a Turkish steel company and a Singaporean shipping company—all foreign parties waived their original jurisdiction agreement, opting to litigate in China. This choice reflected a high level of confidence in the Chinese judiciary. Following several rounds of court-mediated negotiations, the parties reached a settlement, and the case was withdrawn. **Fourth, foreign parties selected Chinese courts for ship arrests, leading to efficient, substantive resolutions.** A UK bank had a mortgage dispute with a Turkish company. The bank learned that the vessel, then anchored in Southeast Asia, was next bound for Port of Fangcheng, China. The bank patiently waited a month for the ship to dock in Port of Fangcheng before applying to the Beihai Maritime Court for its arrest. The court enforced the arrest swiftly and then proactively mediated, helping the parties reach a full settlement within just nine days. This process efficiently resolved an \$18 million international dispute, demonstrating the "Chinese wisdom" for global maritime conflict resolution. **Fifth, the Chinese maritime courts are actively explored more open standards for reciprocity, fostering a healthy environment for cross-border judgment enforcement.** The Shanghai Maritime Court recognized a maritime judgment from a UK court by applying the standard of "reciprocity de jure" for the first time,

significantly advanced the practical application of the reciprocity principle. Subsequently, the High Court of England and Wales recognized two judgments from Chinese courts.

Strengthening the Goal-oriented Approach of Substantive Dispute Resolution. The three levels of courts trying maritime cases nationwide adhered to the principles of "adjudicating as if I were the litigant" (Ru Wo Zai Su) and achieving "finality and settlement" (Ding Fen Zhi Zheng). Guided by the primary objective of substantive dispute resolution, they vigorously promoted diversified dispute resolution mechanisms and enhanced judicial reasoning. This continually improved overall trial quality and efficiency, safeguarding social order and stability. **First, "one-stop" resolution centers have become a key platform for maritime courts to serve the public.** For example, the Nanjing Maritime Court established a "1+10" judicial-administrative coordination mechanism. It created a "one-stop" center for maritime accidents aimed at "resolving minor issues on board, major issues at port, and preventing conflicts from escalating." This initiative has successfully provided on-site services to over 170 port and shipping companies and more than 900 crew members. **Second, they fully leveraged**

mediation advantages to benefit the public and supported the economy. In a retrial review of a crew labor dispute with a small monetary value, the Supreme People's Court focused on helping the crew member's family overcome hardship and resolving the parties' long-standing resentment. By integrating legal principles, factual reasoning, and human sentiment, the Supreme People's Court facilitated a settlement through repeated communication. The dispute was fully resolved, demonstrating a more profound and compassionate "justice for the people". In another case, following a collision between M/V "D" and M/V "C" on the Yangtze River, ten related cases (involving eight parties) were filed across four maritime courts. The Shanghai Maritime Court ultimately facilitated a comprehensive "package" settlement for all eight parties with a single agreement. This greatly reduced the litigation burden, ensured the complete enforcement of the agreement and allowed the involved enterprises to resume operations quickly. **Third, court-government coordination was strengthened to protect public interests and enhance social governance.** The M/V "Zhong Hua Fu Qiang" conflagration case, heard by the Qingdao Maritime Court, impacted the vital interests of thousands of victims across 13 provinces. The court pioneered a new court-government coordination model "centered on the

judicial axis", ensuring a stable, orderly, and efficient resolution of the incident. In a case concerning a 12-year collective dispute over tidal flat use-rights heard by Dalian Maritime Court, the judge proactively engaged with the local government to promote the substantive resolution of the dispute involving over 400 households (more than 2,000 villagers) within 5 months, providing a case reference for judicial participation in comprehensive social governance.

(IV) Improving Institutional Mechanisms and Strengthening Talent Team Building

The people's courts adhered to the unity of reform and the rule of law, placing a strong emphasis on thorough implementation. They are continuously improved institutional mechanisms governing maritime trial organizations, the integration of information technology, and the development of judicial teams, all to comprehensively enhance the quality and efficiency of maritime justice.

Deepening the Pilot Program for Maritime Criminal Jurisdiction. The Supreme People's Court has methodically

advanced the pilot program for criminal case jurisdiction in maritime courts. This initiative guides pilot courts to lawfully accept cases involving crimes of maritime traffic accidents and crimes that damage marine ecological resources. It is actively exploring a "three-in-one" trial mechanism (combining civil, administrative, and criminal adjudication). This approach ensures that civil, administrative, and criminal liabilities are seamlessly connected under the law, enhancing the effectiveness of maritime judicial governance. In a case, the defendant, Mr. Ma, was piloting a Panamanian cargo ship when it collided with a Liberian oil tanker, resulting in a catastrophic oil spill. The Qingdao Maritime Court, as a pilot court, accepted the case and held Mr. Ma criminally liable. This judgment provided a powerful judicial guarantee for maintaining maritime navigational order and protected the marine environment. Illegal sea sand mining not only results in the loss of national mineral resources but also destroys the marine ecosystem and jeopardizes construction safety. The Xiamen Maritime Court heard a case against four individuals (Huang, Chen, et al.) for illegal mining, which was filed with an associated civil public interest lawsuit. The court not only imposed criminal penalties but also held the defendants liable for civil infringement, ordering them to jointly compensate for the

loss of marine ecological service functions and cover restoration costs. This case highlighted the advantages of the "three-in-one" mechanism in deterring crime and promoting ecological protection.

Promoting Integrated Innovation in Maritime Trial Information Technology. Leveraging the construction of the national court "One Network," the courts continuously optimize the "Maritime Trial Work Platform" to achieve precise data provision, intelligent analysis, and decision support for all maritime courts. The "China Maritime Justice" website, established by the Supreme People's Court, was launched in April 2022. It features an internal platform (the "Maritime Trial Work Platform") and an external, bilingual (Chinese/English) public platform. It integrates "smart services, smart publicity, smart trials, and smart management", driving the deep fusion of maritime justice with smart court construction. Maritime courts across the nation are deeply applying technological advancements, such as big data and artificial intelligence, to effectively enhance the digitization and intelligence (informatization) of maritime trials. In a case involving the judicial sale of a ship, the parties could not agree on the starting price. The Guangzhou Maritime Court used

its "Intelligent Big Data Assessment System for Ship Auctions" to accurately calculate the vessel's starting bid. This effectively resolved the dispute, and the ship was sold in a single online auction, a concrete example of technology enhancing judicial efficiency. The Shanghai Maritime Court developed the "intelligent analysis system for the entire shipping chain," which provides integrated "vessel, cargo, and port" data analysis to assist in fact-finding. Drawing on Zhejiang's "Digital Court" reforms, the Ningbo Maritime Court utilizes the "Maritime Shared Court" to conduct remote mediation. This cloud-based system connects the courts, mediation rooms, and social organizations, linking judges, mediators, and litigants. It provides a "convenient judicial station" at the public's doorstep, resolving multiple related disputes "at one stop" and significantly reduces litigation costs.

Forging a High-Quality, Professional Maritime Judicial Team. The success or failure of any undertaking ultimately lies in its people. China's maritime courts at three levels nationwide, focusing on long-term development, have adopted an integrated approach to building political integrity, professional competence, and ethical conduct, providing a strong talent guarantee for the sustained, healthy development of maritime justice. The Dalian

Maritime Court, adopting a practice-oriented approach, has established and perfected a long-term training mechanism known as “in-court, in-school, on-board, and at-sea”. It utilizes its maritime law forum platform to invite expert lecturers, sends court personnel to renowned universities for intensive training, organizes voyages on vessels, and conducts joint practical training with the Coast Guard and fisheries enforcement teams. The court has also established a regular mechanism for engaging with the public by visiting harbors, fishing villages, and enterprises. Through proactive English training, on-the-job skill drills, professional competitions, regular seminars, and dispatching outstanding personnel to high-level academic forums, the court has successfully cultivated a group of high-quality, comprehensive, and foreign-related trial talents. The Xiamen Maritime Court, focusing on the developmental needs of a specialized court team in the new era, has researched and formulated a medium and long-term plan for its young cadres and a framework for optimizing its personnel structure. It drafted *the Several Measures for Strengthening the Work on Young Cadres* and, leveraging its youth cadre training project, has established a platform for enhancing core competencies. The court has also signed co-building agreements with universities to explore the cultivation

of composite-type professionals who combine theoretical research with practical experience, resulting in the emergence of numerous judicial experts recognized for their international vision and superb professional expertise. The Nanjing Maritime Court has established a clear objective to cultivate composite-type talent proficient in “law, foreign languages, marine affairs, trade, and shipping”. It recruits and selects high-caliber personnel through multiple channels and implements the “maritime law elite” cultivation program. The court has signed co-building agreements with numerous universities to jointly foster foreign-related maritime rule of law talents, established a youth research talent pool, and utilizes a comprehensive approach—including on-the-job training, skills enhancement, and theoretical seminars—to purposefully develop high-level maritime judicial talent, achieving significant results.

Postscript

General Secretary Xi Jinping has emphasized that "advancing Chinese modernization requires promoting the high-quality development of the marine economy and blazing a trail to a strong

maritime country with Chinese characteristics." The 20th National Congress of the CPC explicitly emphasized "developing the marine economy, protecting the marine ecological environment, and accelerating the construction of a strong maritime country". The Third and Fourth Plenary Sessions of the 20th CPC Central Committee made major deployments on improving the institutions and mechanisms for high-standard opening up and promoting marine economy development. The 15th Five-Year Plan recommendations emphasized that " we must resolutely safeguard our maritime rights, and security and improve our capacity for maritime law enforcement and judicial administration of marine affairs". On new journey, the people's courts bear a crucial responsibility and mission in maritime adjudication. The courts will focus their efforts on safeguarding national maritime rights and interests, supporting the marine economy, protecting the marine environment, and participating in global ocean governance to make greater contributions to building a strong maritime country.

Appendix:

I. Maritime Judicial Interpretations Issued or Revised during 2022-2024

Title of Judicial Interpretation	Reference Number	Date of Announcement
Provisions of the Supreme People's Court and the Supreme People's Procuratorate on Several Issues Concerning the Handling of Marine Natural Resources and Ecological Environment Public Interest Litigation Cases	FA SHI No. 15 [2022]	Effective from May 15, 2022

II. Maritime Guiding Cases and Typical Cases Released during 2022-2024

Guiding Cases		
Case Number	Case Name	Date of Release
Guiding Case No. 230	X Shipping Co., Ltd. v. China JInternational Cooperation Co., Ltd.: Dispute over Contract for Carriage of Goods by Sea	November 25, 2024
Guiding Case No. 231	Dongguan F Shipping Co., Ltd. v. Dongying XLogistics Co., Ltd.: Dispute over Marine Salvage	November 25, 2024
Guiding Case No. 232	M Industrial Co., Ltd. v. PShipping Co.: Dispute over Contract for Carriage of Goods by Sea	November 25, 2024
Guiding Case No. 233	Changzhou H Petrochemical Storage Co., Ltd. et al. v. Ningbo TShipping Co., Ltd.: Dispute over Liability for Damage Caused by Ship Collision	November 25, 2024
Guiding Case No. 234	Application of Nanjing H Shipping Co., Ltd. for Establishment of Fund for Limitation of Liability for Maritime Claims	November 25, 2024
Guiding Case No.	Application of S Shipping Co., Ltd. for Recognition of Foreign Court Civil Judgment	November 25, 2024

235		
Guiding Case No. 236	H Ship Leasing Co., Ltd. v. T Wealth Co., Ltd.: Dispute over Liability for Ship Collision Damage	November 25, 2024

Typical Cases of Maritime Trial in 2022	
Case Name	Citation Number
Application of SPAR Shipping AS for Recognition of a UK Court Judgment	(2018)HU 72 XIE WAI REN No. 1
Dongguan Blue Ocean Food International Trade Co., Ltd. v. Hong Kong Changning Shipping & Trading Co., Ltd.: Objection to Jurisdiction over Dispute over Voyage Charter Contract	(2019) YUE MIN XIA ZHONG No. 327
Application of Fullinks Marine Co.,Ltd. for Preservation of Maritime Claims	(2022) E 72 CAI BAO No.45
People's Procuratorate of Haikou	(2022) QIONG 72 MIN CHU

City, Hainan Province v. Liang and Others: Marine Environment Civil Public Interest Litigation	No.37
People's Procuratorate of Ningde City, Fujian Province v. Lin and Others: Marine Natural Resources and Ecological Environment Civil Public Interest Litigation	(2022) MIN 72 MIN CHU No.40
China Life Property & Casualty Insurance Co., Ltd. Hunan Branch v. Verba Marine Co., Ltd.: Dispute over Contract for Carriage of Goods by Sea	(2020) YUE 72 MIN CHU No. 675
STO Chartering Korea Corporation v. Wilmar Trading (ASIA) Pte. Ltd. et al.: Dispute over Contract for Carriage of Goods by Sea	(2022) SU 72 MIN CHU No.1300
Ningbo Port Chuanduoduo International Shipping Agency Co., Ltd. v. Shenzhen Xinzhongfu Supply Chain Co., Ltd.: Dispute	(2021) ZHE 72 MIN CHU NO.2288

over Container Leasing Contract	
Maximas International Group Ltd. v. Haicheng Magnesium Fertilizer Industrial Co., Ltd. et al.: Dispute over Voyage Charter Contract	(2021) LIAO MIN ZHONG NO.955
CM International Financial Leasing Corp. v. Ruitong (Guangzhou) Shipping Co., Ltd. et al.: Dispute over Ship Financial Leasing Contract	(2022) JIN MIN ZHONG No.778

Typical Cases of Maritime Trial in 2023	
Case Name	Citation Number
Liberian A Company v. Indonesian B Company: Dispute over Ship Sale Contract	(2023) LU 72 CAI BAO No.176; (2023) LU 72 SU QIAN TIAO QUE No. 319
Series of Disputes involving Ship Collision and Marine Salvage between M/V "D " and M/V "C"	(2023) HU 72 MIN CHU No.1252 and others

Singapore A Shipping Co., Ltd. v. Liberian B Company: Objection to Jurisdiction in Dispute over Liability for Ship Collision Damage	(2023) ZHE MIN XIA ZHONG No.102
A P&C Insurance Guangdong Branch v. Liberian B Company and Fujian C Shipping Company: Dispute over Liability for Ship Collision Damage	(2022) YUE MIN ZHONG No. 2609
A Pelagic Fishery Company v. Jinjiang City Bureau of Agriculture and Rural Affairs: Case of Fishery Administrative Payment	(2023) MIN 72 XING CHU NO.38

Typical Cases of Maritime Trial in 2024	
Case Name	Citation Number
UK A Bank v. Turkish B Company: Pre-litigation Property Preservation	(2024) GUI 72 CAI BAO No. 4
A Trading Company v. B Shipping	(2024) HU 72 MIN TE No. 43

Agency Company: Application for Confirmation of Validity of Arbitration Agreement	
Zhongshan A Service Department v. B Waterway Bureau and Hong Kong C Engineering Company: Other Maritime and Commercial Disputes	(2023) E 72 MIN CHU NO.997
A Oil Company and B Insurance Company v. Hainan C Shipping Company and D Insurance Company: Dispute over Liability for Ship Collison Damage	(2024) LIAO MIN ZHONG No.846
People's Procuratorate of Qingdao City v. Wang, Zhen, et al. (11 persons): Marine Natural Resources and Ecological Environment Civil Public Interest Litigation	(2024)LU MIN ZHONG No. 892
Hao and Others (88 persons) v. B Shipping Company: Series of Disputes over Crew Labor	(2024)JIN 72 MIN CHU No. 691 and others (102 Cases)

Contracts	
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Typical Cases of Marine Natural Resource and Ecological Environment Procuratorial Public Interest Litigation	
Case Name	Citation Number
People's Procuratorate of Tangshan City, Hebei Province v. A Shipping Company: Civil Public Interest Litigation for Shipwreck Salvage	(2022)JIN 72 MIN CHU No. 226
Shanghai People's Procuratorate 3rd Branch v. Wang et al.: Civil Public Interest Litigation for Illegal Fishing	(2022) HU 72 MIN CHU No. 1573
People's Procuratorate of Nanjing City, Jiangsu Province v. Zhou et al.: Civil Public Interest Litigation for Illegal Fishing	(2022) SU 72 MIN CHU No.1863
People's Procuratorate of Haikou City, Hainan Province v. Zhou : Civil Public Interest Litigation for Illegal Purchase of Precious and Endangered Wildlife	(2021)QIONG 72 MIN CHU No. 319

People's Procuratorate of Ningbo City, Zhejiang Province v. Ningbo Municipal Natural Resources and Planning Bureau: Administrative Public Interest Litigation	(2021) ZHE 72 XING CHU No. 11
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Third Batch of Typical Cases involving "Belt and Road" Construction (Maritime)

Case Name	Citation Number
New Golden Sea Shipping Pte. Ltd. v. Shenzhen Xinliansheng International Logistics Co., Ltd. and Dalian KESKER Co., Ltd.: Dispute over Contract for Carriage of Goods by Sea	(2018) LIAO 72 MIN CHU No. 758
Fujian Yuancheng Bean Co., Ltd. v. Revival Shipping Co., Ltd. : Dispute over Liability for Damage to Property at Sea	(2019) MIN 72 MIN ZHONG No. 1495
Shanghai Jiexi International Freight Forwarding Co., Ltd. v.	(2016) HU MIN ZHONG No.4

Chongqing Highway Engineering (Group) Co., Ltd.: Dispute over Maritime Freight Forwarding Contract	
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Fourth Batch of Typical Cases involving "Belt and Road" Construction (Maritime)	
Case Name	Citation Number
Jiangsu Puhua Co., Ltd. v. The Bank of East Asia (China) Limited, Shanghai Branch et al.: Dispute over Letter of Credit Fraud	(2020) ZUI GAO FA MIN SHEN NO. 2937

Typical Cases of Foreign-Related Civil and Commercial Cases Applying International Treaties and International Customs (Maritime)	
Case Name	Citation Number
Qingdao Ronghai Marine Environmental Protection Service Co., Ltd. v. Symphony Shipholding S.A. and North of England P&I	(2021) LU 72 MIN CHU No.1984

Designated Activity Company: Dispute over Liability for Ship Pollution Damage	
Tai Shing Maritime Co., S.A. v. Tsingshan Holding Group Co., Ltd.:Dispute over General Average	(2022) MIN 72 MIN CHU No. 325
Guangzhou Marine Materials Supply Co., Ltd. v. Tan Binh Co., Ltd: Dispute over Liability for Ship Collision Damage	(2022) YUE 72 MIN CHU No. 238