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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB 38030.1-2026

Replacing GB 38030.1-2019

**Dimensions series of standard transport ship types passing the
locks of inland rivers - Part 1: Changjiang River system**
(English Translation)

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Foreword ...

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This document complies with the provisions of GB/T 1.1-2020 "Standardization Work Guidelines Part 1. Structure and Drafting Rules of Standardization Documents".

Drafting.

This document is Part 1 of GB 38030 "Standard Ship Type Main Dimensions Series for Inland Waterway Lock Passage Vessels". GB 38030 has been published.

The following parts were included.

- Part 1. The Yangtze River System;
- Part 2. The Grand Canal and the Huai River System;
- Part 3. The Xijiang River Main Shipping Line;
- Part 4. The Three Lines of the Pearl River System;
- Part 5. Heilongjiang-Songhua River.

This document supersedes GB 38030.1-2019 "Standard Ship Type Main Dimensions Series for Inland Waterway Lock Passage Transport Vessels Part 1. Yangtze River System".

Compared with GB 38030.1-2019, apart from structural adjustments and editorial changes, the main technical changes are as follows.

- a) The definitions of the terms "total length" and "total width" have been changed (see 3.1, 3.2, and 2.1, 2.2 in the 2019 edition).
- b) The terms "maximum length" and "maximum beam" and their definitions have been added (see 3.3 and 3.4).
- c) The general requirements have been changed (see Chapter 4, Chapter 4 in the 2019 edition);
- d) The ship type numbering rules have been changed (see Chapter 5, Chapter 3 of the 2019 edition);
- e) Changes were made to the regulations governing the passage of dry (bulk) cargo ships, chemical/liquid cargo ships, oil tankers, barges, container ships, and roll-on/roll-off ships (car carriers) through locks on the Yangtze River main line.

Standard ship type main dimensions series dimensional requirements (see Tables 1-4,.2019 edition of Tables 1-4).

f) The main dimensions of standard ship types for dry bulk cargo ships, chemical liquid cargo ships, oil tankers, barges, and container ships passing through locks on major tributaries of the Yangtze River have been revised.

g) The standard vessel type main dimensions series for self-unloading sand vessels passing through locks on the Yangtze River tributaries has been deleted (see 5.2.4 in the.2019 edition).

Please note that some content in this document may involve patents. The issuing organization of this document assumes no responsibility for identifying patents.

This document was proposed and is under the jurisdiction of the Ministry of Transport of the People's Republic of China.

This document was first published in.2019, and this is its first revision.

Introduction

Promoting the standardization of inland waterway vessel types is an essential element in building a modern inland waterway transportation system and an important aspect of the high-quality development of inland waterway transportation.

Content. To meet market demand, this paper summarizes and analyzes the previous work on standardizing inland waterway vessel types in my country and the research and development achievements of existing standard vessel types.

Based on this, the Ministry of Transport has formulated GB 38030 "Standard Ship Type Main Dimensions Series for Inland Waterway Lock Passage Vessels", which consists of the following five parts.

constitute.

--Part 1.Yangtze River System. The purpose is to standardize the general requirements and vessel type designations for standard vessels used for transporting goods through locks in the Yangtze River system.

and key parameters.

--Part 2.The Grand Canal and the Huai River System. The purpose is to standardize the vessel types for transport through locks on the Grand Canal and the Huai River system.

General requirements, ship type number and main parameters.

--Part 3.Xijiang Main Shipping Line. The purpose is to standardize the general requirements for standard vessel types for lock-passing transport on the Xijiang Main Shipping Line.

Ship type designation and main parameters.

--Part 4.The Three Lines of the Pearl River System. The purpose is to standardize the overall requirements for standard vessel types for lock transport vessels passing through the three lines of the Pearl River system.

Please provide the ship type number and main parameters.

--Part 5.Heilongjiang-Songhua River. The purpose is to standardize the overall type of standard vessels used for lockage transport in the Heilongjiang-Songhua River basin.

Requirements, ship type number, and main parameters.

Part 1.The Yangtze River System

1 Scope

This document specifies the general requirements, ship type designations, and main parameters for standard vessel types used for transporting goods through locks on the Yangtze River main stream and its major tributaries.

This document applies to the construction (or renovation) of navigation structures such as locks and ship lifts (excluding the Three Gorges Dam ship lift) along the Yangtze River main channel and major tributaries.

Ships, including dry (bulk) cargo ships, chemical liquid cargo ships, oil tankers, barges, container ships and roll-on/roll-off ships (car carriers).

Note 1: Major tributaries of the Yangtze River include the Minjiang River, Jialing River, Jinsha River, Wujiang River, Xiangjiang River, Yuanshui River, Hanjiang River, Jiangnan Canal, Ganjiang River, Xinjiang River, and Jianghuai Canal, which are all high-grade navigation waterways.

The route includes only the Heyu Line, the Caizihu Line for the Yangtze River to Chaohu Diversion Project, and the Dongfeihekou to Chaohu section.

Note 2: Newly built vessels refer to vessels whose keels are laid or which are in a similar stage of construction on or after the implementation of this document.

Note 3: Converted vessels refer to existing vessels whose conversion involves changes in overall length or overall width on or after the date of implementation of this document.

2 Normative references

This document has no normative references.

3 Terms and Definitions

The following terms and definitions apply to this document.

3.1

overall

The horizontal distance between the foremost point of the bow and the stern of the hull and superstructure.

Note 1: For ships with metal outer plates, the calculation is to the inner surface; for ships with non-metallic outer plates such as fiber-reinforced plastics, the calculation is to the outer surface.

Note 2: The hull includes the bow and stern raised decks.

Note 3: The overall length measurement does not include protrusions at the bow and stern, which refer to hull decks, fenders, bulwarks, pushers, outboard motors and their installations.

3.2

Overall width

The maximum distance measured from one side of the hull to the outer plating of the hull, perpendicular to the longitudinal centerline, from one side to the other.

Note 1: For ships with metal outer plates, the calculation is to the inner surface; for ships with non-metallic outer plates such as fiber-reinforced plastics, the calculation is to the outer surface.

Note 2: The gross beam does not include protrusions on both sides of the ship, which refer to hull extensions, fenders, bulwarks, movable protrusions, etc.

3.3

Maximum length

This includes the area from the very front of the bow to the very back of the stern, including the ship's outer plating and structural and movable protrusions at both ends.

Horizontal distance.

Note 1: Structural protrusions refer to hull extensions, fenders, bulwarks, false bows, false sterns, pushers, etc.

Note 2: The active features refer to ramps, crane booms, conveyor devices, etc., and are measured according to the navigation status.

3.4

Maximum breadth

The maximum horizontal distance, including the ship's outer plating and structural protrusions on the ship's sides, and perpendicular to the longitudinal centerline.

END: Draft Version (GB 38030.1-2026)