



HONG KONG

(see also China)

COUNTRY PROFILES
A Summary of Oil Spill Response Arrangements
& Resources Worldwide

SPILL NOTIFICATION POINT

Maritime Emergency & Rescue Coordination Centre 4/F, Outer Island, Macau Ferry Terminal, Central District, Hong Kong	Tel: (852) 2233 7999 (24hr) Fax: (852) 2541 7714 Tlx: 82952 MRCC HX
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COMPETENT NATIONAL AUTHORITY

Pollution Control Unit Marine Department Harbour Building, 38 Pier Road GPO Box 4155 Hong Kong Island	Tel: (852) 2534 7227 (852) 2852 3581 Fax: (852) 2545 1535
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RESPONSE ARRANGEMENTS

The Pollution Control Unit of the Marine Department of the Hong Kong government is the principal authority responsible for oil pollution matters. It has developed a maritime oil spill response plan (MOSRP) based upon International Convention on Oil Pollution Preparedness, Response and Co-operation Convention (OPRC 1990) and community involvement, including a coastal sensitivity atlas. This would be reviewed subject to changes in land use of coastal and offshore areas. Depending upon the seriousness of an incident, other government departments and also commercial interests, auxiliary services and the defence forces would also be involved. A level 1 spill will primarily involve Marine Department resources but place other specified departments / industry on alert. A level 2 spill, where the incident is beyond the capability of the Marine Department, will involve other interests and international help if required.

RESPONSE POLICY

Whilst recognising that containment and recovery methods are preferable, in practice, some reliance is placed on the use of dispersant chemicals. This reliance is, however, being gradually stepped down. Dispersant spraying is to be specifically avoided, except as an absolute last resort, in the vicinity of mariculture, certain industrial water intakes and designated sites of Special Scientific Interest. Only certain dispersants as approved by the Environmental Protection Department are to be used.

EQUIPMENT

Government

The Marine Department has outsourced its oil spill cleaning service and its contractor is well equipped with anti-pollution resources to deal with oil spills up to 5,500 tonnes. There is one purpose built oil pollution vessel (Pak Hoi 31) and the Marine Department can call upon several other government owned crafts all of which can be fitted with dispersant spraying equipment. In addition, the department owns extensive quantities of oil containment boom, 3 skimming units of varying capacity and 2 helicopter-slung dispersant applicators. The Flying Services of the Hong Kong government are detailed within the MOSRP to perform aerial surveillance, equipment transport and application of dispersant.



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Private

The four major oil importing companies have a variety of oil pollution combating equipment, including that for containment, recovery and spraying although, as with the government, there is now less of an emphasis placed on dispersant application. A spill response co-operative, Hong Kong Response Ltd., has been formed by the four companies to respond to Tier 1 & 2 spills.

The two largest power companies operating in Hong Kong, China Light & Power and Hong Kong Electric, also have supplies of containment boom and skimmers but these are primarily for their own use. The Hong Kong Salvage & Towing Company operates lightering equipment but has no other clean-up equipment.

PREVIOUS SPILL EXPERIENCE

There are about 55 small spills varying in size from a few litres to a few tonnes in Hong Kong every year. In terms of larger incidents, the container vessel ADRIAN MAERSK (1977) grounded off Lamma Island spilling some 3,000 tonnes of heavy fuel oil. Despite heavy dispersant application, oil impacted the shore and was cleaned using manual methods. The HOI FUNG No.1 (1990) barge sank within a typhoon shelter spilling 190 tonnes of waste lubrication oil. This was contained by the sea walls and cleaned by mechanical means.

CONVENTIONS

Prevention & Safety					Spill Response		Compensation						
MARPOL 73/78		Annexes III IV V VI			OPRC '90	OPRC -HNS	CLC '69 '76 '92			Fund '92	Supp Fund	HNS*	Bunker
✓	✓	✓	✓	✓	✓				✓	✓			✓

* not yet in force



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REGIONAL AND BILATERAL AGREEMENTS

Following the integration of Hong Kong into China, coordination for joint response was framed in 2001. Spill response authorities on River Delta Estuaries entered into an operation agreement on 25 September 2008. Parties to the agreement are Maritime Safety Administrations of Guangdong, Shenzhen, Hong Kong Marine Department and Maritime Administration of Macao.

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