



SPILL NOTIFICATION POINT

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COMPETENT NATIONAL AUTHORITY

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RESPONSE ARRANGEMENTS

The Maritime and Port Authority of Singapore (MPA) is the national authority responsible for regulating and controlling oil spill response operations within Singapore territorial waters. Pollution response is directed from the Port Master's Department with a senior officer assuming the role of On-Scene Commander. MPA responds to spills using resources from the oil industry and oil response companies. Under the regulations made under the Prevention of Pollution of the Sea Act, the MPA can call upon equipment, materials and manpower held by the various oil companies and other private enterprises operating in Singapore. If oil impacts the shore cleanup responsibility rests with the Ministry of the Environment (Environmental Health Department) who would provide the necessary manpower and logistic support.

An Oil Spill Contingency Plan was developed by the MPA as a supplement to the Marine Emergency Action Procedure (MEAP); this caters for all three tiers of pollution incidents and includes up-to-date lists of response capabilities in the Port of Singapore and the region. Singapore's National Environment Agency (NEA) and various other government and private organisations, including major oil companies with a presence in Singapore, are parties to the plan.

In September 2007 the MPA signed a Memorandum of Understanding with ITOPF. The MoU sets out agreed rates for vessels and equipment deployed by MPA in the event of a spill from a vessel insured by the International Group of P & I Clubs (see http://www.mpa.gov.sg/circulars_and_notices/pdfs/pc07-06.pdf). When ITOPF is asked to attend a spill in Singapore waters, ITOPF's Technical Adviser would usually be invited to sit with the MPA's Emergency Operations Committee (EOC) to offer advice and assistance in relation to the particular circumstances of the incident.

RESPONSE POLICY

The policy is to use dispersants as the primary response where practical and where the advantages in terms of environmental protection outweigh the disadvantages of cost and ecological damage. In addition booms and skimmers are used to protect key resources. Dispersants are also used to clean beaches once bulk oil has been removed manually. Dispersants must be approved for use by the MPA.

EQUIPMENT

Government

The MPA maintains the anti-pollution equipment provided by the Japanese Transport Ministry, through the OSPAR (Oil Spill Preparedness and Response in Asia) scheme to the ASEAN governments, including Singapore. The oil spill response equipment includes boom, skimmers, portable storage and dispersant spraying equipment.

Private

Operating oil companies are required to hold minimum stocks of oil combating equipment which can be called upon by the MPA when required. These stocks include dispersants, spraying vessels, knapsack sprayers, dispensing pumps, booms, skimmers and portable communication sets.

Singapore Oil Spill Response Centre (SOSRC) is a private oil spill clean up company. It maintains a stockpile of anti-pollution equipment, including dispersants. The Petroleum Association of Japan (PAJ) has sited a small stockpile of response equipment with SOSRC, comprising heavy oil skimmers, booms and portable storage tanks.

Oil Spill Response, an oil industry spill response cooperative, has established a large stockpile of air-transportable equipment designed to combat spills in the Asia-Pacific region, creating a waterborne response capability for the Malacca and Singapore Straits. This equipment includes aerial spraying systems, two dedicated pollution combating catamarans and containment & recovery packages for offshore and inshore response.

PREVIOUS SPILL EXPERIENCE

Singapore has responded to a number of major oil spills, including the MONEMVASIA (1983); STOLT AVANCE (1987); EL HANI (1987); CENTURY DAWN (1988) and EVOIKOS (1997). An active response using dispersants was organised on all occasions. The oil spill from the EVOIKOS was the largest spill (28,500 tons) experienced in Singapore.

HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)

Singapore's Chemical Contingency Plan (Marine) is a supplement to the Marine Emergency Action Procedure and was developed by the MPA with the participation of governmental agencies (such as the NEA and the Singapore Civil Defence Force) and the Marine Terminal Emergency Response Committee (MTERC) of the Singapore Chemical Industry Council (SCIC). Industry would be called upon to be part of the Emergency Operations Committee (EOC) if required. The plan deals with incidents involving bulk chemicals carried by ship at sea and at terminals. MPA Marine Emergency Officers are trained in HNS response and have access to CHEMWATCH, a Material Safety Data Sheets (MSDS) database. All chemical tankers arriving in Singapore are required to provide an advance report containing details of the chemicals they are carrying to the MPA.



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

REGIONAL AND BILATERAL AGREEMENTS

In the event of an oil spill requiring regional efforts within the Malacca and Singapore Straits, the STANDARD OPERATING PROCEDURE (SOP) FOR COMBATING OIL SPILLS IN THE STRAITS OF MALACCA AND SINGAPORE is activated. In addition, in response to the OPRC Convention, the ASEAN OIL SPILL RESPONSE ACTION PLAN (OSRAP) has been established. The MPA would activate OSRAP in the event of a catastrophic spill where assistance from other ASEAN countries was required or when a spill affected other ASEAN countries. Indonesia, Malaysia and Singapore, under the Revolving Fund Committee (RFC), have procedures for cooperation should there be an oil spill affecting the three countries.

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