



TAIWAN – REPUBLIC OF CHINA

SPILL NOTIFICATION POINT

Pollution incidents should be reported to the EPA and nearest harbour bureau:

Environmental Protection Administration Water Quality Protection Department – Division No. 4 No.83, Sec. 1, Jhonghua Road Jhongjheng District, 100 Taipei	Tel: +886-2 23117722#2840/1/2/3 /2887(Chief)/2467(Emergency) Fax: +886-2 23899860/23830455 Mobile: +886 921 888651
Kaohsiung Harbour Bureau 62 Lin Hai 2nd Road Gushan District, 804 Kaohsiung	Tel: +886-7 5622248 (Chief of Environmental Protection Section) +886-7 5 622127(emergency) Fax: +886-7 532 1361
Keelung Harbour Bureau Harbour Building No.1 Chung Cheng Road Keelung 20202	Tel: +886-2 24206356/7/8 (Environmental Protection Section) +886-2 24206263(emergency) Fax: +886 2 24254275
Hualien Harbour Bureau No.66, Hai-an Road Hualien City, 970 Hualien County	Tel: +886-3 8325131 +886-3 8343700 (Chief of Environmental Protection Section) Fax: +886-3 8333771
Taichung Harbour Bureau No.2 - Section 3 Chung Chi Road Wuchi, 435 Taichung	Tel: +886-4 26562611(switchboard) +886-4 26642327 (emergency) Fax: +886-4 26565702/26574208

COMPETENT NATIONAL AUTHORITY

Ministry of Transportation and Communications Navigation and Aviation Department - Maritime Affairs Section No.50, Sec. 1, Ren-ai Road Jhongjheng District, 100 Taipei	Tel: +886-2 23492322/30/31 Fax:: +886-2 23492883/86/23811550 Mobile: +886 910 666026(Chief) +886 910 666027 Web: www.motc.gov.tw
---	--

RESPONSE ARRANGEMENTS

Under the Marine Pollution Control Act promulgated in 2000, the shipowner is required to take practical steps to stop the pollution at source and clean up any oil. The competent authority may order the adoption of necessary response measures or directly handle measures themselves. The Ministry of Transportation and Communications (MOTC) and Environmental Protection Administration (EPA) have formulated a Major Marine Oil Pollution Emergency Response Plan. The EPA are also undertaking a



TAIWAN – REPUBLIC OF CHINA

coastal sensitivity survey. According to the Plan, if an incident constitutes a major threat, an interagency task force would be convened with members including the Ministries of Transportation and Communications, National Defense, Interior, Finance, Economic Affairs, the Council of Agriculture, local government representatives and other relevant agencies. Assistance from the Chinese Petroleum Corporation (CPC) and private organisations would be requested when necessary. The MOTC and the Coast Guard Administration are responsible for organising the response to marine pollution incidents and any accompanying salvage operations. In practice, these responsibilities are discharged by the port authorities or local government, if the spill is small. If the spill is of some magnitude the MOTC will coordinate activities between the harbour authorities, the Coast Guard, CPC and other bodies as necessary. Port authorities, oil enterprises, local governments and other competent authorities are required under the Emergency Response Plan to maintain their own spill response equipment, which should be reported to the EPA.

RESPONSE POLICY

The policy has been defined by EPA. The use of dispersants is subject to EPA's approval.

EQUIPMENT

Government

The major operator of equipment is the national oil company - CPC. The majority of this equipment is located at Kaohsiung harbour where the main SBMs, berths and refinery complexes are located and consists of booms, skimmers and spraying equipment and a large tug type vessel with inbuilt skimming capacity. Additionally, the major harbour authorities, primarily Kaohsiung again but also Keelung to a lesser extent, have some containment and recovery equipment.

In the event of a serious incident offshore, the Coast Guard Administration can also provide booms, skimmers, absorbents, manpower, together with logistic support by way of divers, boats and other equipment for any clean-up or salvage operations. Shore clean-up would probably be organised from the local workforce.

Private

Seagreen Enterprise Co. Ltd located at Kaohsiung has carried out previous oil spill clean-up operations and holds some booms and dispersant. Chu Chai, established in 1975, provides a number of services including wreck removal, scrap, off shore construction work, etc. Asian Marine Co Ltd, established in Kaohsiung in 1986, owns seven salvage/towing vessels.

PREVIOUS SPILL EXPERIENCE

The BORAG (1977) sank off Keelung harbour, spilling 16,000 tons of fuel oil. Dispersant chemicals were used to little effect, the main clean-up being by manual methods on the shoreline using local personnel. The CHANG YUN (1997) spilt 1,500 tonnes of fuel oil after an explosion off Kaohsiung, affecting 40 miles of shoreline. Dispersant was again used at sea to little effect, although its use on the shoreline was more successful. The bulk carrier AMORGOS (2001) grounded off Kenting, spilling 1100 tons of fuel oil. While some oil dissipated at sea much of this amount came ashore along some 5 km of the rocky shoreline of Kenting National Park. Clean-up, primarily by manual methods, was achieved with the assistance of the army. In 2006 the bulk carrier TZINI grounded off Suao, releasing an estimated 110 tonnes of fuel oil. Clean-up was again by manual methods.



TAIWAN – REPUBLIC OF CHINA

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

Taiwan is not a member of the UN and is therefore not a signatory to any of the IMO conventions.

REGIONAL AND BILATERAL AGREEMENTS

Taiwan is not a party to any regional or bilateral agreements.

Date of issue: December 2008

Terms & Conditions

These Country Profiles are provided in good faith as a guide only and are based on information obtained from a variety of sources over a period of time. This information is subject to change and should, in each case, be independently verified before reliance is placed on it. Country Profiles may have been re-issued solely to incorporate additional or revised information under one heading only. Each Profile has therefore not necessarily been completely verified or updated as at the stated Date of Issue.

The International Tanker Owners Pollution Federation Limited ("ITOPF") hereby excludes, to the fullest extent permitted by applicable law, any and all liability to any person, corporation or other entity for any loss, damage or expense resulting from reliance on or use of these Country Profiles.

©The International Tanker Owners Pollution Federation Limited (ITOPF) 2008.

These Country Profiles may be reproduced by any means for non-commercial distribution without addition, deletion or amendment, provided an acknowledgement of the source is given and these Terms & Conditions are reproduced in full.

These Country Profiles may not be reproduced without the prior written permission of ITOPF either for commercial distribution or with addition, deletion or amendment.