

# KOREA

## SPILL NOTIFICATION POINT

<b>Korea Coast Guard</b> 130 Haedoji-ro Yeonsu-gu Incheon 21995 Republic of Korea	Tel: +82-32-835-2542 URL: <a href="https://www.kcg.go.kr">https://www.kcg.go.kr</a>
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Alternatively, spills should be reported to the nearest Coast Guard station:

Boreong Tel: +82 41 119	Incheon Tel: +82 32 119	Sokcho Tel: +82 33 119
Buan Tel: +82 63 119	Jeju Tel: +82 64 119	Taeon Tel: +82 41 119
Busan Tel: +82 51 119	Mokpo Tel: +82 61 119	Tongyeong Tel: +82 55 119
Changwon Tel: +82 55 119	Pohang Tel: +82 54 119	Ulsan Tel: +82 52 119
Donghae Tel: +82 33 119	Pyeongtaek Tel: +82 31 119	Wando Tel: +82 61 119
Gunsan Tel: +82 63 119	Seogwipo Tel: +82 64 119	Yeosu Tel: +82 61 119

## COMPETENT NATIONAL AUTHORITY

Contact details are as for spill notification point.

## RESPONSE ARRANGEMENTS

In July 2017, the Korea Coast Guard (KCG) was re-established as an independent agency under the Ministry of Oceans and Fisheries (MOF) after government restructuring. The KCG retains overall responsibility for marine pollution response in the waters of Korea. It is organised into five regional Coast Guard Headquarters and multiple stations:

- Coast Guard Region-Central (Incheon, Pyeongtaek, Taeon, Boryeong)
- Region-West (Gunsan, Buan, Mokpo, Wando, Yeosu)
- Region-South (Tongyeong, Changwon, Busan, Ulsan, Sacheon)
- Region-East (Pohang, Uljin, Donghae, Sokcho)
- Region-Jeju (Jeju, Seogwipo)

Furthermore, the KCG has established a Marine Pollution Response Bureau within its organisation, with divisions for planning, response and prevention.

In accordance with the Korean Marine Pollution Prevention Act, the spiller is under obligation to respond to an oil spill incident, to undertake any clean-up, and prevent the oil from spreading. The Act gives the Coast Guard, who has jurisdiction over all maritime activities relating to the safety and security of the Republic, authority to undertake the clean-up if actions by the spiller are insufficient.

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It is normal practice, however, for private contractors to take over in the early stages of an incident with the Coast Guard monitoring the situation and, if necessary, intervening to demand more assistance.

In the principal ports, the District Harbour Authority will respond to minor spills of less than 100 litres within port limits. The Coast Guard tends to confine its own activity to control on water, particularly booming. For shore cleaning, reliance is placed on local labour with essential equipment and supervision coming from contractors. Shoreline clean-up is overseen by the local authorities; though in larger spills, the Coast Guard would also be heavily involved.

The Marine Pollution Prevention Act requires all tankers over 500GT and non-tankers over 10,000GT, whilst in Korean waters, to stockpile a specified amount of clean-up equipment and chemicals on board or partially at an onshore facility. Shipowners can nominate the Korea Marine Environment Management Corporation (KOEM) – formerly the Korea Marine Pollution Response Corporation (KMPRC) – originally established by the major Korean oil companies, to satisfy the onshore aspect of this requirement.

A further amendment to the Act requires shipowners to have response measures of a specified recovery capacity in place when visiting certain Korean ports. To satisfy this requirement, the Act requires Korean-registered vessels to become members of KOEM. Foreign flag vessels may nominate KOEM vessels and equipment to satisfy these requirements on a per-visit basis on the payment of a fee. KOEM responds to spills at sea in liaison with the Coast Guard.

### RESPONSE POLICY

The primary response is containment and recovery, the latter either using skimmers or carried out manually, followed by the use of sorbents and then dispersants. Guidelines issued by the Ministry of Environment on the use of dispersants state that they should be used selectively and as a last resort. An offshore response is mounted in certain cases, with dispersants occasionally applied from vessels early in an incident.

Real emphasis is placed on rapid shore cleaning, as it is impossible to defend sensitive resources because of the convoluted nature of the coastline. Manual methods using local manpower and resources are favoured to remove bulk oil, although dispersants are used to clean rocky and stony shores. Disposal of recovered oil is difficult since many shorelines have little or no road access.

### EQUIPMENT

#### Government

Government resources for combating spills are primarily those of the Coast Guard, and are held at the principal ports (booms, skimmers, dispersants, sorbents and work boats).

Other government-owned resources include skimming vessels belonging to the Harbour Administrations of Busan, Tongyeong (formerly Chungmu) and Incheon. Navy vessels may be used to spray dispersant.

#### Private

Significant clean-up resources are owned and operated by private contractors (ships' agents, marine or oil companies), several of which are available in each of the main ports. They have extensive stocks of dispersant and dispersant-spraying equipment together with booms, sorbent, pumps and work boats and have access to significant forces of trained and experienced manpower. In particular, the GS-Caltex Cooperation (formerly the Honam refinery) at Yeosu has several dedicated response vessels.

KOEM, with headquarters in Seoul, maintains a fleet of approximately 50 response vessels, together with specialised pollution response equipment, at 10 response bases throughout the Republic of Korea. These resources are available to supplement those of the Coast Guard.

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## PREVIOUS SPILL EXPERIENCE

Due to the nature of the coastline, climate and tonnage, South Korea has experienced a significant number of oil spills.

In 1993, the KEUM DONG No.5 spilled 1,300 tonnes of Bunker C. This was cleaned using dispersant, sorbents and hot water washing on the shoreline.

Later in 1995, the SEA PRINCE spilled between 2,000 and 5,000 tonnes of bunker fuel and cargo after grounding. This contaminated shorelines and mariculture facilities near Yeosu.

The HONAM SAPPHIRE spilled over 1,000 tonnes of crude oil in the same area later that year.

In 2007, the fully laden HEBEI SPIRIT was struck on her port side by a crane barge while at anchor off Taean, spilling about 10,500 tonnes of three different crude oils. Over a period of weeks, this contaminated some 375km of Korea's western coast to varying degrees. Clean-up operations were carried out at sea and along the shoreline.

Twenty-three separate clean-up contractor companies were involved, hiring many local villagers as labourers (up to 10,000 people a day). Significant numbers from the armed forces were also deployed and there was a huge volunteer effort (over 50,000 people a day). Extensive areas of fisheries and mariculture resources were badly affected by the spill with serious socio-economic implications.

## 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

A Memorandum of Understanding exists with Japan for the East Sea.

The Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas exists with the ASEAN countries, China, Cambodia, DPR Korea and Vietnam.

The Action Plan for the Protection, Management and Development of the Marine and Coastal Environment of the Northwest Pacific Region (NOWPAP) was adopted at the First Intergovernmental Meeting on NOWPAP in September 1994 in Seoul, Republic of Korea, as one of the United Nations Environment Programme's (UNEP's) Regional Seas Programme. Its geographical scope covers the marine and coastal zone of the four States of the Northeast Asia: Japan, People's Republic of China, Republic of Korea, and Russian Federation (<http://www.nowpap.org/>).

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