

TAIWAN

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, Zhonghua Road Zhongjheng 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 23492883 Fax: +886-2 23492886 Mobile: +886 910 666026(Chief) +886 910 666027 Web: www.motc.gov.tw
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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 Ministry of Transportation and Communications (MOTC) and the Environmental Protection Administration (EPA) formulated a Major Marine Oil Pollution Emergency Response Plan in 2004. The EPA has also undertaken a coastal sensitivity survey.

The Plan states that the EPA and the Marine Patrol Directorate (a division of the Coast Guard Administration [CGA]) must be notified in the event of a spill. They may order the adoption of necessary response measures or directly handle measures themselves. In practice, responsibilities are discharged by the local harbour bureau (under the jurisdiction of the MOTC) or local government (Environment Protection Board) using local contractors, if the spill is small (<100 tonnes).

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In the event of a significant threat or major incident a “Major Marine Oil Pollution Emergency Response” team would be assembled. Members of this team include the EPA, the Ministries of Transportation, Communications, Defence, Internal Affairs, Finance, Economy and Interior, the CGA Marine Patrol Directorate, the Committee of Agriculture (COA), the relevant harbour bureau, local government representatives and other relevant bodies such as the Executive Yuan Departments of Health and Research Development and Evaluation Commission (RDEC) or the National Science Council (NSC). Assistance from the Chinese Petroleum Corporation (CPC) and other private companies may be sought if necessary. In accordance with the plan, a Major Marine Oil Pollution Emergency Centre would be designated as a command centre for the duration of the response.

Port authorities, oil enterprises, local governments and other competent authorities are required under the plan to maintain their own spill response equipment, details of which should be reported to the EPA.

RESPONSE POLICY

Initial assessment and response will be conducted by the relevant authorities as outlined in the plan. Monitoring of the response would be managed by the CGA, the NSC, the COA and the Coastal Management Agency. Satellite telemetry would be accessed by the EPA or the NSC (if available at the time of the response). In coastal area, sampling would be conducted by the EPA, the NSC and competent industry bodies. In offshore areas, the CGA would replace the EPA during sampling procedures. The use of dispersants and cleaning agents is subject to EPA approval. Two product types are currently listed as approved; the Guoguang brand of oil dispersants and the Woo Yi spill dissipation agent 570 (a degreaser).

EQUIPMENT

Government

The major operator of equipment is the national oil company CPC. The majority of the 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 in-built skimming capacity. Additionally, the major harbour authorities, primarily Kaohsiung but Keelung to a lesser extent, have some containment and recovery equipment. In the event of a serious incident offshore, the CGA can also provide booms, skimmers, absorbents and manpower, together with logistic support by way of divers, boats and other equipment for any clean-up or salvage operations. Shoreline 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 various booms, sorbents, skimmers, pressure washers, diving and general cleaning equipment as well as a 30m tug boat capable of towing offshore boom. Chu Chai, established in 1975, provides a number of services including wreck removal, scrap, offshore construction work, etc. Asian Marine Co Ltd, established in Kaohsiung in 1986, owns six salvage/towing vessels.

PREVIOUS SPILL EXPERIENCE

The BORAG (1977) sank off Keelung harbour, spilling 16,000 tonnes of fuel oil. Dispersants 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 tonnes of fuel oil. While some oil dissipated at sea much of this amount came ashore along some 5km of the rocky shoreline of Kenting National Park. Clean-up, primarily by manual methods, was achieved with the assistance of

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the army. The bulk carrier TZINI (2006) grounded off Suao, releasing an estimated 110 tonnes of fuel oil. Clean-up was again by manual methods. The vehicle carrier MORNING SUN (2008) ran aground in heavy weather and lost approximately 200 tonnes of fuel oil. Bulk oil and tar balls stranded on approximately 3km of the adjacent coastline and caused disruption to local fishing activities. Clean-up was undertaken by Seagreen Enterprise Co. Ltd and consisted of manual removal with some pressure washing at the top of the shore. The general cargo vessel SEA ANGEL (2010) sank off the western coast of Taiwan, losing its cargo of logs and an unknown quantity of bunker fuel. The Coast Guard tracked and monitored the oil to a limited degree but no clean-up was necessary due to natural dispersion aided by rough weather conditions. In 2012 the LPG tanker OBERON ran aground and lost approximately 45 tonnes of fuel oil. The local coastline was impacted by oily patches, strand lines and oiled debris. The clean-up was undertaken partly by the military, locals and Seagreen Enterprise Co. Ltd who removed the oiled debris and tar pats and conducted limited pressure washing to the upper shore and surf washing. Also in 2012, another LPG tanker GAS FORTUNE lost a small amount of HFO when it collided with a breakwater at Kaohsiung harbour. The clean-up was undertaken by Seagreen Enterprise Co. Ltd.

HAZARDOUS & NOXIOUS SUBSTANCES (HNS)

The response to an HNS incident would be managed in a similar manner to an oil spill incident with the responsible party notifying the closest harbour bureau and the EPA, who would then coordinate the response. Taiwan has experienced only one HNS spill in recent history, the SAMHO BROTHER, which sank in 2005 releasing its cargo of benzene and approximately 65 tonnes of bunker fuel. The potential hazards associated with the cargo were evaluated and the fate of the benzene calculated. As an evaporator with low solubility, the primary response was setting up an exclusion zone for safety and air and water monitoring rather than physical clean-up.

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.



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REGIONAL AND BILATERAL AGREEMENTS

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

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