

The Procedure for Pollution Control in Keelung Harbor

Promulgated in accordance with Letter Reference Chi-Kang-Kang-Wan-Tzu No.20567 of Keelung Harbor Bureau on Oct. 22, 1990

First amendment in accordance with Letter Reference Chi-Kang-Huan-Yi-Tzu No.14415 of Keelung Harbor Bureau on July 11, 1992

Second amendment in accordance with Letter Reference Chi-Kang-Huan-Tsung-Tzu No.0920020077 of Keelung Harbor Bureau on Oct. 16, 2003

Third amendment in accordance with Letter Reference Chi-Kang-Huan-Tsung-Tzu No.0920020894 of Keelung Harbor Bureau on Oct. 27, 2003

Fourth amendment in accordance with Letter Reference Chi-Kang-Huan-Tsung-Tzu No.0962410229 of Keelung Harbor Bureau on Nov. 30, 2007

- I Emissions (Subject to Article 8 of the Standard for Emissions of Air Pollution by Transportation)
 - 1. The opacity of particulates released by a ship with a main driving force of over 3000KW in the first ten seconds and a ship with the main driving force of less than 3000KW in the first ten seconds cannot be over 60%.
 - 2. Visual opacity (particulate pollutants) cannot be over 40%, equaling the Blackness of Smoke Grade II.
 - 3. The following handling methods should be applied to old ships whose emission rates cannot be improved.
 - a. Those violating Paragraph 4, Article 18 of the Commercial Port Act should be fined in accordance with Article 46 of the same law and serious violators should be ordered to stop work.
 - b. Shipowners should be required by shipping agents to employ land or water machines for cargo handling in order to avoid air pollution from the operation of old machines.

- II Drainage (Subject to Article 26 of the Marine Pollution Control Act)

Ships must be equipped with anti-pollution facilities and not allowed to cause marine pollution.

- III Bunkering
 - 1. Since Aug. 1, 1992, Oil companies (oil barges) have been ordered to lay oil booms appropriately at bunkering areas in order to prevent oil spills and spreading.
 - 2. Before pumping the oil to ships, oil companies and ships should strictly examine facilities and pipes and ensure all joints are securely fastened and will not leak.
 - 3. Oil Companies and ships should keep in close contact with each other during bunkering in case of emergency.
 - 4. Methods for Handling oil spills:
 - a. Terminate the bunkering as soon as an oil spill occurs and notify the relevant authorities for the purpose of accident investigation and prevention.
 - b. Notify the Commercial Port Management Authority as soon as possible.
 - c. Ships should be provided with fire equipment to avoid fire disasters.
 - d. Clear away the oil effectively as soon as possible.

- IV Those violating the requirements mentioned above should compensate the port for damage in addition to being fined.
Shipowners or violators should return their handling fee to Keelung Harbor Bureau (hereinafter called KHB) that deals with the pollution.
The fee for handling waste oil, water and discards should be as much as the actual cost of the operation.
- V Notification and Procedures
1. Notification:
Ships must notify KHB if they find oil floating around their ship or other vessels, and those, who fail to make such notification, shall be given a severe penalty subject to the Commercial Port Act if any such oil spill is attributed to their negligence.
 2. Procedures:
Notify the Environmental Protection Section during office hours (08:00~16:50).
Tel: 24206264, 24206356, 24206357, 24206358, 24206359
Notify the Communications Center, Keelung Harbor Bureau during off-duty hours (16:00~next 08:00)
Tele: 24206263, 24206597
- VI Noise Control: according to statements stipulated by Article 2 of Noise Control Standards.
1. Noise produced by loading and unloading cargos and repairing ships (containers) within the harbor management area shall not be allowed to exceed standards stipulated by Noise Control Standards, otherwise shall be cited and punished by KHB according to relevant regulations.
 2. The noise control within the harbor management area shall refer to standards of the 4th control zone listed in Factory Noise Control Standards as below:
 - a. Between 20Hz and 20KHz
 - (1) Day time (7AM to 8PM) : 80 dB(A)
 - (2) Night time (8PM to 11PM) : 70 dB(A)
 - (3) Midnight and early morning (11PM to 7AM) : 65 dB(A)
 - b. Between 20Hz and 200Hz (low frequency noise, enforced on Jan. 1st, 2008)
 - (1) Day time (7AM to 8PM) : 47 dB(A)
 - (2) Night time (8PM to 11PM) : 47 dB(A)
 - (3) Midnight and early morning (11PM to 7AM) : 44 dB(A)
- VII Clearance of Discards:
1. Ocean carriers and goods owners should carry away the discards they produce during loading and unloading operations and keep the warehouse and wharf clean.
 2. The tyres of vehicles discharging earth should be cleaned when leaving the harbor and the totebox should be covered with tarpaulin. The vehicles carrying coal, sulfur, ore and sand should also be covered with tarpaulin to prevent dust coming off. Violators will be punished by KHB in accordance with relevant laws and acts.
- VIII The master or agent should sign the violation note given by the inspectors from KHB and policemen on duty from the Harbor Police Office. Such notes will be the

basis of punishment.

- IX Put garbage into clean bags and phone 24206264 to apply for collection subject to The Procedure for Collection of Galley Waste and Garbage in Keelung Harbor. Cleaners will collect the waste and garbage at the stern; so, it is best if the ships use the hanging net to transfer the garbage.