

Regulation on Bunkering Operations in Taipei Harbor, Keelung Harbor Bureau

Promulgated in accordance with Letter Reference Pei-Kang-Hang Tzu No. 1067 on Sep. 20, 2002

I These regulations are enacted in order to coordinate the enforcement of Petroleum Administration Law and provide various vessels, vehicles for cargo handling, machinery and bunkering services in accordance with the Rules on Bunkering and Storage Facilities of Airport, Commercial Ports or Industrial Ports.

II The bunkering operation should be done in accordance with Commercial Port Law, the Governing Rules On Port Services At International Commercial Ports, Marine Pollution Control Act, Waste Disposal Act, Rules On Marine Pollution Management, Labor Safety & Health Act and other relevant laws and acts. The operator should send in the detailed Harbor Bunkering Plan to THB for approval.

III This regulation applies to the bunkering of oil barges, oil vessels and other types of vessels; merchant ships can be only refuel from an oil barge.

IV The Procedure for Oil Barge Bunkering

(I) A oil barge, which is permitted to take on oil in Taipei Harbor, should dock at the assigned berth.

(II) Barges should have provided themselves with crews in accordance with the

Seafarer Act and with support staff in accordance with the Commercial Port Act during a non-operational state in order to deal with an emergency.

(III) Ocean carriers should send their applications for bunkering directly to bunkering operators who should go through the export documents in the Customs Office. Oil barges can operate before providing the License for Carrying Fuel Oil of Ships issued by Custom Office to THB for ratification.

(IV) Oil barges should inform Taipei Harbor Radio Station before and after operations in order to ensure full control of the situation in appointed areas.

(V) Four areas have been appointed for oil barges to operate within Taipei Harbor (A, B, C and D):

A: Longitude 121°23'51.27" east and latitude 25°9'46.74" north; and

B: Longitude 121°22'6.33" east and latitude 25°11'19.48" north; and

C: Longitude 121°39'51.12" east and latitude 25°9'36.92" north; and

D: Longitude 121°19'57.82" east and latitude 25°7'44.87" north.

(VI) Oil barges should hang, during operations, cresset and signal letters in accordance with the International Regulations for Preventing Collisions at Sea in order to prevent the neighboring vessels from sailing and operating.

(VII) The ships receiving bunkering permission should dock within this harbor. The bunkering operators should consider all marine phenomena and their barges' seaworthiness and safety if they want to provide a bunkering service at the Anchorage Area.

(VIII) Oil barges should, before bunkering, lay their oil boom properly from the bow and stem in order to avoid oil spills during operations and spo prevent pollution.

(IX) Oil barges, which bunker at the Anchorage Area, should assign one ship to lay oil booms and equip open water oil booms with enough length for emergency action if oil pollution occurs.

(X) Oil barges during the bunkering should confirm the communication channels and emergency connections by the operators of the ships needing the bunkering service working together and keep in touch with Taipei Harbor Radio Station at all times or allow the Harbor Administration Net access in order to ensure a successful operation.

(XI) Oil barges should go through the port entry and departure visas in accordance with The Procedures for Multiple Port Entry and Departure Pre-report Visas for All Operational Ships, Shuttle Boats and Official Ships of Keelung Harbor Bureau, Ministry Of Transportation And Communication.

(XII) The bunkering at the Anchorage Area must be done during sunrise and sunset. Any oil barges, operating at the Anchorage Area, must stop bunkering at once if the wind equals or is above level 5 or the marine weather changes suddenly, while oil barges, which have not put to sea, must suspend their operations.

(XIII) Oil barges should bear responsibility for oil pollution occurring on the return journey leaving the moorage and arriving at the Anchorage Area and occurring during the period of berthing.

(XIV) Oil barges must buy insurance covering shipowners' responsibilities and keep the relevant evidence at hand.

V Oil Vessels' Bunkering and Other Types of Bunkering

(I) Only the wharfs or places THB has appointed can be used for oil tank bunkering or

other types of bunkering.

(II) The operational wharf should be railed in and have a control station. It should be also marked as a Dangerous Goods and No Open Flames Area.

(III) All harbor operation ships must lay their oil boom before bunkering (from the fore and stern offshore to surround the ship applying for the bunkering).

(IV) The control station should be provided with dry chemical extinguishers, enough oil absorbants and degreasers.

(V) Oil tanks should drive along the terminal route when entering or leaving the harbor and park at the non-operation area and wait if it is not their turn to do the bunkering.

VI Oil tankers are permitted to discharge their oil after approval by THB.

VII The deck officer of the ships receiving this bunkering service and the foreman of the bunkering provider should supervise the bunkering.

VIII During the bunkering, the ships receiving bunkering service are not permitted to do any other cargo handling operations.

IX Bunkering operators will be punished in accordance with agreements, the Commercial Port Act or other laws and acts if they fail to abide by these regulations and will be punished with a work stoppage if necessary.

X THB collects the administrative fee for the bunkering operation in accordance with

agreements.

XI Bunkering operators must provide themselves with boats to collect and dispose of oil and grease, oil booms, oil absorbants, oil collectors, degreasers and other necessary light equipment and arrive at the pollution sites within 30 minutes of an emergency after the pollution happens.

XII The bunkering operators must entrust the eligible agent to dispose of industrial waste produced during the bunkering operation and bear all responsibility for oil pollution, hazard disputes or opposition affairs.

XIII These regulations will enter into effect as of the date of promulgation.

