



# PEOPLE'S REPUBLIC OF CHINA

**COUNTRY PROFILES**  
A Summary of Oil Spill Response Arrangements  
& Resources Worldwide

## SPILL NOTIFICATION POINT

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|--|---|
| <b>China Maritime Safety Administration (for Oil &amp; HNS)</b><br>11 Jianguomennei Avenue<br>Beijing 100736                             | Tel: +86-10-652 92245 (24 hrs)<br>Fax: +86-10-6529-2245 |
| <b>Liaoning Maritime Safety Administration</b><br>No.1 Gangwan Street Dalian City<br>Liaoning Province 116001                            | Tel: +86-411-12395 (24 hrs)<br>Fax: +86-411-280-6614    |
| <b>Fujian Maritime Safety Administration</b><br>No. 84, Hualin Street Fuzhou City<br>Fujian Province 350003                              | Tel: +86-591-12395 (24 hrs)<br>Fax: +86-591-709-5013    |
| <b>Yingkou Maritime Safety Administration</b><br>Xinggang Road<br>Economic and Technology Zone<br>Yingkou City, Liaoning Province 115007 | Tel: +86-417-12395 (24 hrs)<br>Fax: +86-417- 614-4303   |
| <b>Xiamen Maritime Safety Administration</b><br>No. 107, Dongdu Street Xiamen City<br>Fujian Province 361012                             | Tel: +86-592-12395 (24 hrs)<br>Fax: +86-592-601-5495    |
| <b>Tianjin Maritime Safety Administration</b><br>13 Banyi Street Tanggu District, Tianjin 300456   | Tel: +86-22-12395 (24 hrs)<br>Fax: +86-22-2579-3429     |
| <b>Zhejiang Maritime Safety Administration</b><br>No. 108, Zhonghebei Street, Hangzhou City<br>Zhejiang Province, 310014                 | Tel: +86-571-12395 (24 hrs)<br>Fax: +86-571-545-4407    |
| <b>Hebei Maritime Safety Administration</b><br>75, Haibin Road Qinhuangdao City<br>Hebei Province 066002                                 | Tel: +86-335-12395 (24 hrs)<br>Fax: +86-335-309-3608    |
| <b>Shantou Maritime Safety Administration</b><br>No. 47, Haibin Road Shantou City<br>Guangdong Province 515041                           | Tel: +86-754-12395 (24 hrs)<br>Fax: +86-754-890-0110    |
| <b>Yantai Maritime Safety Administration</b><br>No. 8, Huanhai Street Yantai City<br>Shandong Province 264000                            | Tel: +86-535-12395 (24 hrs)<br>Fax: +86-535-624-2248    |
| <b>Guangdong Maritime Safety Administration</b><br>No. 520, Binjiangdong Road<br>Guangzhou City<br>Guangdong Province 510230             | Tel: +86-20-12395 (24 hrs)<br>Fax: +86-20-8440-1277     |
| <b>Shandong Maritime Safety Administration</b><br>No. 21, Wuxia Street Qingdao City<br>Shandong Province 266002                          | Tel: +86-532-12395 (24 hrs)<br>Fax: +86-532-265-4277    |



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| <b>Shenzhen Maritime Safety Administration</b><br>No. 229, Binhe Road Shenzhen City<br>Guangdong Province 518032                                | Tel: +86-755-12395 (24 hrs)<br>Fax: +86-755-379-7077 |
| <b>Lianyungang Maritime Safety Administration</b><br>No 10, Yuanqian Street, Lianyun District<br>Lianyungang City<br>Jiangsu Province 222042    | Tel: +86-518-12395 (24 hrs)<br>Fax: +86-518-232-4849 |
| <b>Zhanjiang Maritime Safety Administration</b><br>No. 12, Renmindongyi Road<br>Xiashan District<br>Zhanjiang City<br>Guangdong Province 524001 | Tel: +86-759-12395 (24 hrs)<br>Fax: +86-759-228-6084 |
| <b>Jiangsu Maritime Safety Administration</b><br>No. 263, Jianning Street Nanjing City<br>Jiangsu Province 210015                               | Tel: +86-25-12395 (24 hrs)<br>Fax: +86-25-877-1276   |
| <b>Guangxi Maritime Safety Administration</b><br>No. 67, Xinmin Road Nanning City<br>Guangxi Province 530012                                    | Tel: +86-771-12395 (24 hrs)<br>Fax: +86-771-281-7410 |
| <b>Shanghai Maritime Safety Administration</b><br>No. 190 Siping Street<br>Shanghai 200086  | Tel: +86-21-12395 (24 hrs)<br>Fax: +86-21-5393-1549  |
| <b>Hainan Maritime Safety Administration</b><br>No. 137, Binhai Road Haikou City<br>Hainan Province 570311                                      | Tel: +86-898-12395 (24 hrs)<br>Fax: +86-898-866-6526 |

## COMPETENT NATIONAL AUTHORITY

|  |  |
|--|--|
| <b>China Maritime Safety Administration</b><br>11 Jianguomennei Avenue<br>Beijing 100736 | Tel: +86-10-652 92875<br>+86 10 652 92245(24 hrs)<br>Fax: +86 10 652 92872 |
|--|--|

## RESPONSE ARRANGEMENTS

The Maritime Safety Administration (MSA), part of the Ministry of Transport, has the mandate to investigate and respond to marine pollution incidents. Central control is provided by the Bureau in Beijing with 14 subordinate bureaus and 97 local branches along the coast and the Yangtze River.

The MSA may delegate the organisation and execution of a clean-up operation to the Environmental Protection Bureau (EPB) but will retain overall supervision and control. This may be the case if a spill occurs outside the port jurisdiction or the response involves a protracted or labour-intensive shore clean-up phase. The services of other organisations may also be requisitioned.

Contamination of military areas provides particular problems due to civilian access restrictions. All manual clean-up is therefore performed by military personnel.



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In 2009 China promulgated regulations on the “Prevention and Control of Marine Pollution from Ships”, which came into force in March 2010. They cover a wide range of issues, including oil pollution response planning, clean-up arrangements and the emergency handling of pollution incidents. The Regulations have also introduced a domestic ship-source oil pollution compensation fund and require the operator of any ship carrying polluting and hazardous liquid cargoes in bulk and any other vessel over 10,000 gt to have a pollution clean-up contract with an approved pollution response company. The MSA is currently considering contractors for approval in various Chinese ports and indications are that there will be four “levels” of contractors based upon the capability of the contractor to respond to spills of different size and extent (Information from February 2010).

Where the MSA has taken action in response to pollution, the ship involved must pay the MSA’s costs or provide a relevant financial guarantee.

## RESPONSE POLICY

Little specialised clean-up equipment is available outside that owned by the China National Offshore Oil Corporation (CNOOC). The scope for an at sea or nearshore water response is thus limited. Response is focused on manual shoreline clean-up aided by the use of hot water washing and dispersant application.

The Chinese authorities have issued strict regulations on using dispersants. Authorisation is dependent upon the area and prevailing conditions. In the event of a threat to human life or of fire, however, dispersant may be applied before authorisation followed by submission of a detailed report. Only dispersant approved by the authority concerned may be used.

Pollution in remote and inaccessible areas may be left untouched although in certain cases the authorities may point to national legislation which places an obligation on the EPB to protect and restore the environment unconditionally.

## EQUIPMENT

### Government

The major ports of Guangzhou, Shanghai, Qingdao, Tianjin, Qinhuangdao and Dalian each have several oil recovery vessels and different types of skimmer, boom, pumps, dispersant and absorbent.

Protective boom used in certain ports during normal tanker operations could be used in the event of a nearby spill. Inshore pollution equipment; skimmers, pumps, boom and temporary storage is manufactured in Qingdao, although the distribution of these is unknown. The largest cache of offshore oil spill containment and recovery equipment is held by CNOOC involved in coastal exploration and production. Two of the four regional corporations, based in the Bo-Hai Sea and in Guang-Dong have small stockpiles of equipment designed for higher viscosity oil clean-up. Permission to use this equipment would be made through the MSA in Beijing.

For shoreline clean-up manual methods prevail, using local manpower and materials. Dispersants or hot-water/steam generators are used for removing oil remnants from rocks and man-made surfaces. Dispersant stockpiles are unlikely to exceed 10 tonnes except in Dalian where it is manufactured.

The Chinese government are planning to establish several large equipment stockpiles along the coast and will enhance their capacity for combating oil spills offshore (information from March 2009).

### Private

It is understood that several foreign oil companies operating in China have tier one equipment.



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## PREVIOUS SPILL EXPERIENCE

Two large tanker spills, the FEOSO AMBASSADOR (1983) and the JACUI (1984) at Qingdao, were cleaned using local manpower and simple equipment from a variety of small waterfront industries for manual clean-up along local beaches. The TANJA JACOB (1995) spilt approximately 200 tonnes of crude oil after colliding with a jetty at Hangpu Harbour. Contamination of nearby agriculture and mariculture facilities occurred. Clean-up was undertaken by local contractors using dispersant, boom and sorbent.

## HAZARDOUS AND NOXIOUS SUBSTANCES (HNS)

The MSA is also responsible for the co-ordination of response to HNS at sea. A National Contingency Plan for HNS incidents exists as an extension of the National Oil Spill Contingency Plan. China intends to establish a domestic fund for HNS incidents. Monitoring and modelling support is available through the Chinese Environment Protection Bureau, Ocean Bureau and manufacturers of HNS. Recent HNS incidents in China include M/V DAE MYONG (2001), which spilled approximately 600 tonnes of styrene in the mouth of the Yangzi River and M/V GG CHEMIST (2005), which spilled 64 tonnes of toluene in the same area.

## CONVENTIONS

| Prevention & Safety |   |                     |   |   | Spill Response |           | Compensation |         |         |          |           |      |        |
|---------------------|---|---------------------|---|---|----------------|-----------|--------------|---------|---------|----------|-----------|------|--------|
| MARPOL 73/78        |   | Annexes III IV V VI |   |   | OPRC '90       | OPRC -HNS | CLC '69      | CLC '76 | CLC '92 | Fund '92 | Supp Fund | HNS* | Bunker |
| ✓                   | ✓ | ✓                   | ✓ | ✓ | ✓              | ✓         |              |         | ✓       |          |           |      | ✓      |

\* not yet in force

Fund 92 applies to Hong Kong only.

## REGIONAL AND BILATERAL AGREEMENTS

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 five States of the Northeast Asia: [Democratic People's Republic of Korea], Japan, People's Republic of China, Republic of Korea, and Russian Federation (<http://merrac.nowpap.org/>)



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Regional Programme for the Prevention and Management of Marine Pollution in the East Asian Seas with the ASEAN countries, Cambodia, PDR of Korea, Republic of Korea and Vietnam.

Date of issue: February 2010

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