

# **Taichung Port Regulation of Cargo Handling for LNG Carrier**

Announced: May 16th, 2006 by Taichung Harbor Bureau, Ministry of Transportation  
& Communications according to Document No. 0950004608

A. Cargo Handling Regulation for LNG Tanker (Taichung Port) has been announced according to Article #120 on “Governing Rules on Wharf & Transit Sheds at Commercial Port” for prevention of accidents from handling of liquefied natural gas.

## **B. Application Procedure**

Ship companies or shipping agencies should apply for a permit from Taichung Harbor Bureau of approval to handle dangerous cargo according to “Governing Rules on Wharf & Transit Sheds at Commercial Port” before the LNG carrier (called Operation Department, hereinafter) can carry out loading/unloading liquefied natural gas at the LNG terminal in Taichung Port.

## **C. Notice to LNG Operation Department in Taichung Port**

The Operation Department should follow the harbor’s requirements to ask the ship take safety measures and precautions. Prior to cargo handling, safety management manuals or documents regarding LNG handling both on ship and in terminal shall be enacted. While in cargo handling, the operation Department should comply with the followings:

1. When a LNG tanker is moored at the wharf, a caution zon should be guarded inclusive of the sea area and the proper land area within 100 meters range from the ship’s side. Any kind of ships shall be away from that caution zone in the sea area. Additionally, the land caution zone shall be isolated with warning facilities, and the Operation Department must dispatch staff to control the accesses. All persons or vehicles are prohibited to enter the zone area unless for LNG handling and permitted by the operation Department. .
2. The ship and Operation Department each has responsibilities for inspection

and maintenance of individual safety equipment and confirm their proper function prior to cargo handling. The ship shall exactly follow the international safety and fire-protection rules, instructions and suggestions against LNG tanker and terminal such as SOLAS 1974 or other regulations of vessels.

3. The representative sent by the Operation Department shall hold a meeting with the first mate or senior crews whose duties are to unload LNG to understand how to connect and take apart the piping before cargo handling. Moreover, the operation is not allowed until the safety check and procedures are completely conformed and executed .
4. The Operation Department and the LNG tanker shall take actions and sign the statement based on ISPS Code and individual security plans.
5. The tanker shall keep in touch with Vessel Traffic Control Section during its stay in Taichung Port. Besides, a communication system between the tanker and terminal shall be set up immediately after a LNG tanker has finished berthing in Taichung Port. The system shall be composed of tanker-coast telephone, walkie-talkie,, hotline used for correspondence between the tanker's control room and central control room in the Operation Department, etc..
6. The Operation Department shall seriously take the facilities and equipment in the caution zone under control. In addition, the clothes, tools and equipment which are worn by the staff in the caution zone shall be checked thoroughly and complied with the related safety codes.
7. The ship and Operation Department each should assign staff responsible for keeping safety condition and taking necessary measures against any risk according to the individual safety documents and operating procedure.
8. Oil-clearance facilities such as oil booms, oil skimmers and oil absorbent shall be well prepared while a LNG tanker is being refueled..
9. The Operation Department shall hold disaster prevention maneuvers each year, including at least a joint tanker-coast maneuver to be held. And joining the maneuvers held in Taichung Port, the Operation Department is to set up and

regularly update the 24h emergent contact information.

#### **D. Conditions of Suspension of LNG Handling**

When the weather conditions turn poor, both the ship shall discuss the Operation Department whether LNG handling could be stopped. In case, the operation shall be terminated as the bilateral parties draw a conclusion that LNG handling persists in danger. If necessary, the ship should release the unloading arms and decide to departure with the time and way of exit from the terminal. However, LNG loading shall be ended right away if any of following conditions take place.

1. Wind speed faster than 15 meters per second (Avg.)
2. The storm is coming or approaching.
3. The accident happens because of leakage or liquefied natural gas is leaking from LNG piping while detecting.
4. Abnormal pressure happens to the LNG piping.
5. The LNG tanker or the area around the berth is in fire.
6. Abnormality happens to the loading and unloading facilities and probably effects LNG unloading at stake.
7. An unidentified ship is approaching, and probably causes damage to the LNG carrier.
8. Receiving cease instructions from the Operation Department, LNG .Carrier's the captain or the Port Authority.

#### **E. The Prohibition**

1. Supplies of marine fuel oil, diesel and liquid nitrogen are prohibited unless the captain of LNG tanker ensures the LNG unloading being stable and in safety.
2. No flames Any operations prone to cause flames like welding and fusion cutting shall be avoided on board or around the berth when the tanker is moored at the berth.
3. Daily maintenance of the tanker is banned and , the act probably affecting the normal mobility or safety protection are also prohibited.
4. Dumping trash, waste oil, water and gas or other substances that might pollute the sea territory are not allowed.
5. The captain shall order not to switch on the radio instruments and radar on

board during LNG'S unloading operation. However, other wireless equipments like VHF with no transmission of electric waves are not limited.

#### **F. Emergent Accident Notice and Countermeasures**

1. The tanker and the Operation Department each shall work out an individual emergency response plans which consists of a set of emergency operating and notification procedures.
2. The Operation Department shall provide emergency contact information for the LNG tanker after its being moored to the berth.
3. When emergencies take place, the crew of LNG tanker and the Operation department should stop LNG handling and take emergency countermeasures to discourage the extension of disaster situation. Besides, both of the working units should notify the following organizations of emergencies and if necessary, the tanker shall be tugged away from the berth or out of Taichung Port.

\*Disaster Relief Command Center (Taichung Harbor Fire Department) Tel 04-2657-2480

West Terminal Fire Brigade Tel 04-26302066

\*Duty Command Center (Offshore Flotilla 3, Coastal Guard Administration)  
Tel 04-26572782/04-26572783

\*Duty Commander Center (Taichung Harbor Police Bureau) Tel 04-26562394

\*Vessel Traffic Control Section Tel 04-26562833 04-26568663 VHF ch14、  
16& Information Center Tel 04-26562164 (Taichung Harbor Bureau)

G. The penalty shall be given if the Rule is violated.

H. If the Rule herein cannot be applied to the actual situations, the rules related to liquefied natural gas handling in "Commercial Port Act," "Governing Rules on Port Services at Commercial Port" and "Governing Rule on Wharf & Transit Sheds at Commercial Port" shall be followed.