

ANNEX 3. (1) People's Republic of China

**National Contingency Plan
For Oil Spill From Vessels At Sea.**

Maritime Safety Administration

People's Republic of China

March, 2000

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1. General

1.1 Purpose

- a) To protect marine environment and resources, prevent damages of oil spill from ships, maintain balance biological state, for the benefit of the human health and public interests and promote a sustainable development of marine economy.
- b) To fulfil the obligations stipulated in the relevant international conventions associated with ship spill response covenanted or joined by the People's Republic of China.
- c) Establish response organization and commanding system of China and response team, allocate proper equipment for timely response to control and recover oil spill in case of spill incident by ships.

1.2 Legal Basis

- a) In accordance with Environmental Protection Law of the People's Republic of China, Maritime Environmental Protection Law of the People's Republic of China, Regulations Governing Marine Traffic Safety of the People's Republic of China, Prevention Ordinance of Pollution by Vessels to Sea area of the People's Republic of China, China Agenda 21 and other regulations by the State Department.
- b) And also in accordance with United Nations Convention on the Law of the Sea , MARPOL 73/78, International Convention on Oil Pollution Preparedness, Response, and Cooperation, 1990, and International Convention on Civil Liability for Oil Pollution Damage, 1992.

1.3 Competent Authority

- a) Maritime Safety Administration of the People's Republic of China (China MSA) is the competent authority in the implementation of the present plan, and plays the role of China Marine Search and Rescue Center(CMSARC).
- b) Government organizations of county-level and above and other departments shall act in accordance with the plan to minimize or mitigate the damages in the event of a major oil spill at the sea.

1.4 Obligations

- a) Any organizations or individuals who detect an oil spill or an sign of spill risk at sea, shall be obliged to report to the department designated in the plan.
- b) Organizations and individuals concerned are obliged to join in the oil spill response under the uniformed command.
- c) Vessels, ports or oil handling facilities, when in the case of an oil spill, are required to take immediate and effective measures to control and reduce the impact, and report to the maritime competent authority and be subject to investigation.

1.5 Development and promulgation of the plan

According as response conditions with coastal ports, sea-routes , shipping agency, safety guarantee, area of navigation-aids, jurisdictions of search and rescue, jurisdiction of administration and supervision of ships and with the response conditions on board a vessel, three- tiered contingency plans are to be developed of national, sea area(northern sea area, eastern sea area, southern sea area, Taiwan strait and Qinhuangdao sea area as the special sea areas) and port area (including dock, oil handling facilities inside a port area). See figure 1

- a) Maritime competent authority is responsible for developing National Contingency Plan For Oil Spill From Vessels At Sea., and submit to the State Environmental Protection Administration for record for joint promulgation of the plan.
- b) Contingency plan for sea area is developed by China MSA, and promulgated together with National Contingency Plan For Oil Spill From Vessels At Sea.
- c) Contingency plan for the port area is developed by the local maritime competent authority and submitted to national maritime competent authority for record after being approved by the higher authority.

Owners of docks, oil handling facilities, etc, are required to develop their own oil spill contingency plans and submit to their local maritime competent authorities for approval and implementation.

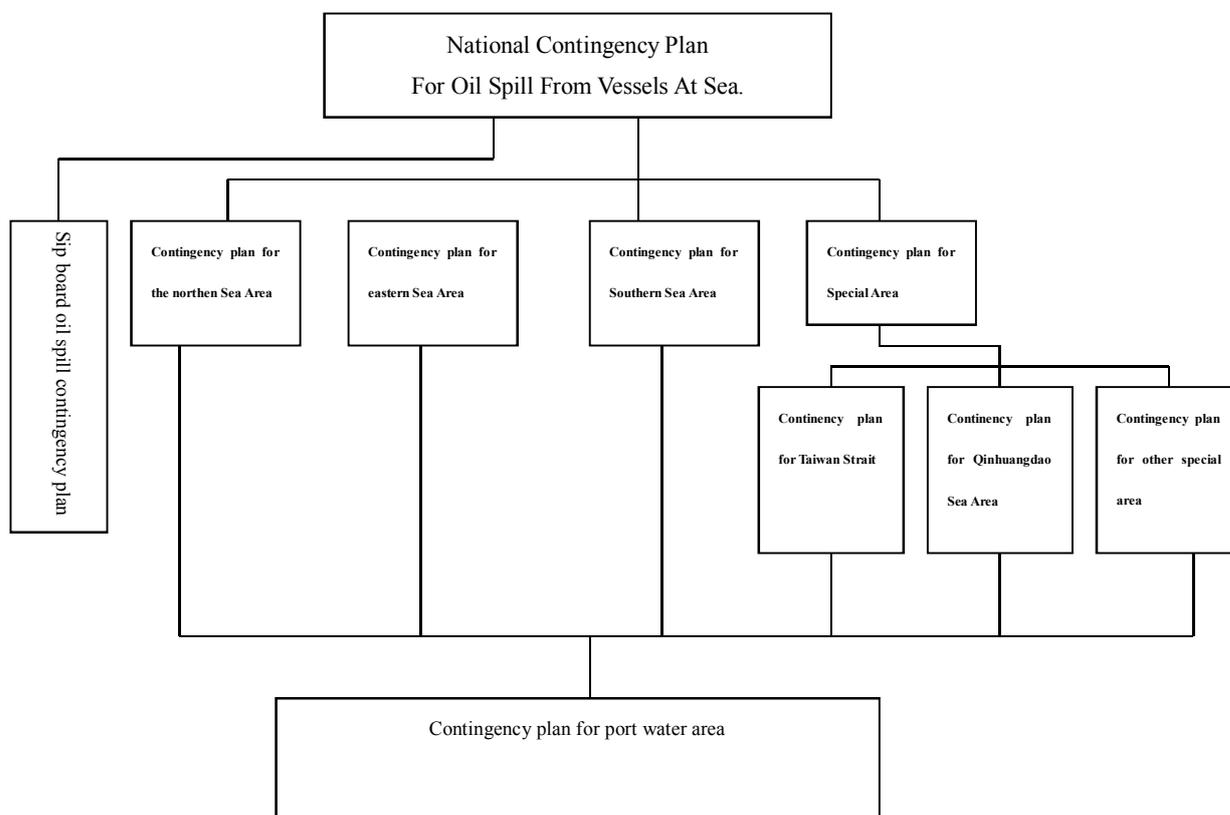


Figure 1. Response System for Vessels at Sea

1.6 Scope of application

National Contingency Plan For Oil Spill From Vessels At Sea applies to China inland water, territorial sea, Contiguous zone,, EEZ, Continental shelf and other sea areas under jurisdiction of the people's Republic of China.

The present plan is also applicable to the water areas beyond China jurisdiction which, if results or likely results in pollution to the sea areas under the jurisdiction of China.

As for contingency plans for sea areas and port area, their scope of application shall be stipulated in the plan accordingly.

1.7 Definition

For the purpose of the present plan:

- a) Vessel: means a vessel of any type whatsoever operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles, and floating craft of any type.
- b) Oils: means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products
- c) Response: means any actions intended to prevent, control, remove, monitor, measure

2. Organization and administration

2.1 Organization and command system

Establish command system with tiered oil spill response at sea (See figure 2).

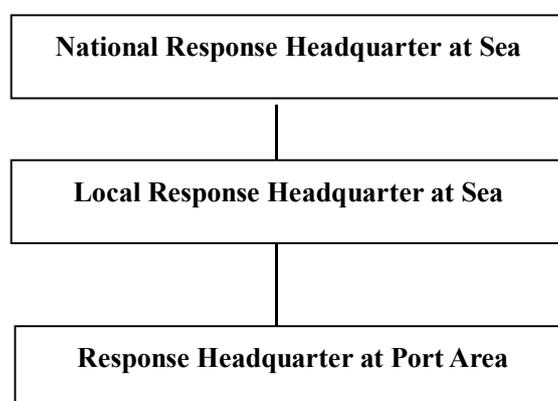


Figure 2 Command system of oil spill response

2.1.1 Headquarters of oil spill response

- a) China MSA undertakes the responsibility of headquarter for national response at sea, coordinate and direct vessel response of the entire country. Daily management of the headquarter is in the office room shared with China MSAR.
- b) The headquarter of Local Response at Sea is located in the local MSA, coordinating and directing vessel response of its jurisdictional area. The local government leader or the local marine Search and Rescue Center act as the

chief command. Director-general of MSA serves as the standing assistant chief command. Daily management of the headquarter is done in one office shared with branches of CMSARC.

- c) The headquarter of Response at Port Areas is inside each local MSA, coordinating and directing response within the port area. The local government leader or the local Marine Search and Rescue Center (MSARC) act as the chief command. The principal leader of MSA acts as the standing deputy chief command. The headquarter's daily management is inside the office room of each relevant MSA.

2.1.2 Roles of the headquarters

- a) Headquarter of national response at Sea:
- Organize the implementation of National Contingency Plan For Oil Spill From Vessels At Sea.
 - Plan financial budget for response to spills from ships at sea
 - Check up the response team and equipment
 - Organize, coordinate and direct response to major oil spill in tran-sea areas and regions (provincial).
 - Hold and guide oil spill training and exercise.
 - Promote development of new technology in oil spill response.
 - Manage news release in the event of major oil spill
 - Request for regional and international assistance
- b) Headquarter of Local Response at Sea:
- Responsible for the implementation of contingency plan for sea area in its jurisdiction.
 - Plan response budget for its area.
 - Check up the response team and equipment of its area.
 - Organize, coordinate and direct response to the major oil spill in the jurisdiction.
- receive report, evaluate the report, activate notification and take measures at the same time.
- design response strategy, mobilize human response resources and logistics support.
- immediately set up field command post, and direct the field response operation.
- Organize, coordinate prevention and response work to oil spill inside the port area.
 - Receive oil spill report, take quick evaluation of the situation, activate notification, and take preventive measures at the same time.
 - Set up field command post, and direct the field operation.
 - Design response strategy, manage response operation, coordinate relevant parties for response action, mobilize resources and logistics support from all parties concerned.
 - Provide assistance of human power and material supply at the request of

the local response headquarter at sea.

- Responsible for news release on oil spill in the port area.
 - Organize training and exercise.
 - Take part in the work of revision to the plan.
- c) Response headquarter of the port area:
- Organize the implementation of contingency plan for prevention of oil spill from ships at the port area.
 - Receive spill report, evaluate, notify all those concerned and take response measures.
 - Set up field command post, and direct field operation.
 - Design response strategy, organize response operation, coordinate and mobilize response resources and logistics support.
 - Provide support in response resources and techniques at the request of local response headquarter at sea.
 - Managing news release.
 - Organize training and exercise
 - Take part in revision of the plan.

2.1.3 Members of the headquarters

- a) Members of Local Response Headquarter at Sea and members of Response Headquarter of Port Area are from MSA, state Environmental Protection Administration and CMSARC (Note)
- b) Roles of members of the headquarter are defined by the headquarter.

Note: local MSARC in the coastal province, autonomous region and state governed city normally consists of the following members: leaders from government, military force, economic trade committee, organization of transportation(MSA), public security, port affair management office, foreign affair office, custom, oceanic administration , aquatic product administration, civil aviation, meteorological department, post, insurance, salvage and rescue and navigation, etc. and members of MSARC branch are made up of the same way as CMSARC.

2.1.4 Expert consulting group

Headquarters of all levels may advise on oil spill response by setting up expert consulting groups with experts from MSA, environmental protection administration, oil spill response companies, salvage, shipping, oceanic, meteorological department, insurance, law and other aspects related.

2.2 Response team

2.2.1 Current state of response team

Professional and part time response teams with different number of staff involved are established along major coastal ports inside MSA, port authority, salvage department, oil handling dock, oil handling facilities and cleanup companies (see Appendix A).

2.2.2 Building up of the response team

- a) National response team, which was set up by MSA and salvage departments, are to be further strengthened upon status of their present personal and equipment so as to be able to deal with major oil spills.(note)
- b) Establish response teams and bases along key sea areas that are capable to tackle oil spills from medium to large scale.
- c) Bring into full play the role of response teams and companies within the port area. Response headquarters may take into account of practical situations of the port areas and set up professional response teams for response to oil spills from medium to large scale.

2.3 Equipment of response & prevention

2.3.1 Current equipment

Along major coastal ports, especially the oil handling ports, salvage department, cleanup companies are equipped with boom, skimmers, sorbent, dispersant and oil recovery vessels (see appendix B).

2.3.2 Arrangement and collocation of the equipment

The type, the number and the location of the equipment, depend on the sea area, shipping situations, spill risk, and sensitivity of the areas concerned.

2.4 Communication system

2.4.1 To ensure a timely and reliable transmission of reports and notification on the oil spill from ships at sea, the communication system used at present shall serve as the basis to form up the net work of emergency communication system for ship spill at sea.

Note: Defining levels of oil spill involves various factors. In general, the level of spill is defined based on the amount of the oil, the likely damage the oil cause to the environment and the measures taken in the response operation. To make it simple, the amount of oil is used to define into three levels of spills from large, medium to small, namely small spill with amount of spilled oil of less than 10 ton, medium spill from 10 ton to 50 ton and large one with 50 ton and above.

2.4.2 Network formation of communication system

The net work of emergency communication system for ship spill at sea is made up of national telephone line for search and rescue on water, GMDSS, satellite communication network for transportation, public network for post and telecom, auto emergency notification system, ship-shore communication facilities, mobile communication installations and other means of communication.

- a) National special phone service for search and rescue on water:12395
- b) GMDSS
GMDSS, which consists of marine satellite communication system and

land-based radio system, includes information transmitted by MSARC, MSA, ports and navigation departments, salvage departments and ships, as well as messages by intermediate and high frequency radio, VHF radio, narrow band printing telex and digital selection calling.(see appendix C for frequency of GMDSS and coastal radio station)

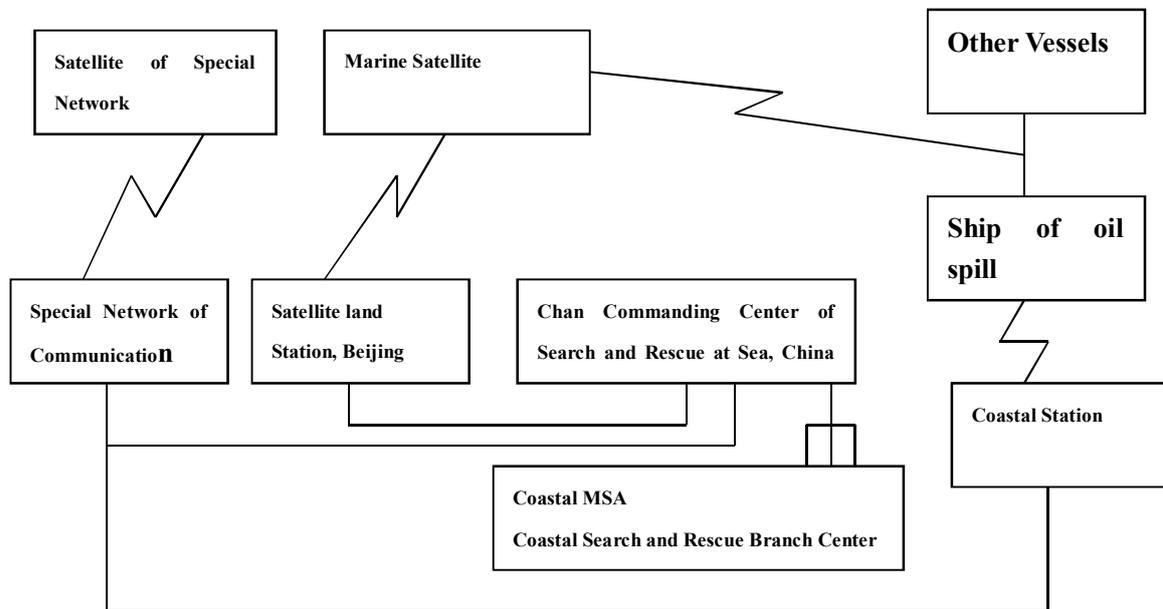


Figure 3 China Emergency Communication Network for Response to Spill From Ships at Sea

- c) Satellite communication network
Terminal satellite stations are established in major ports, MSA and shipping departments, being capable for communications with the satellite.
- d) Public Switched Telephone Network
With public switched telephone network, PBX of Program-controlled telephone makes it possible for the local and long-ranged communication and for the visual information collected by pickup camera on the spill to be sent to relevant departments.
- e) Auto emergency notification system
In the case of a spill, the system can activate auto-dialling, getting all departments concerned connected.
- f) Coastal radio station
Communicate with the aid of coastal radio station in the case of a spill.
- g) Mobile communication
To meet with the requirements for field operation, Cluster communication has been utilized. Headquarters may use Cluster communication system in the local port or hire mobile communication system and with mobile phones equipped.

2.5 Monitoring system

2.5.1 Role of spill monitoring

Spill monitoring, as a multi-means of observation, is used to detect and track spill, quickly locate the spill site, identify the nature of the spill, scale, amount, extent of the spill, speed of spread and fate of the spill. These would help decision-making, selection of response options and provision of evidence for claims to the pollution damage.

2.5.2 Formation of monitoring system

Spill monitoring system includes vessel monitoring, aerial monitoring and shoreline monitoring, etc.

a) Vessel surveillance

In the event of a spill from a ship, the response headquarter shall, on the basis of the oil spill report, promptly dispatch monitoring vessel to track the spill, and when necessary, use the opportunity vessel (fishing boats or other vessels) on the scene to monitor the spill.

b) Aerial surveillance

Coordinated by the response headquarter, monitor the spill movement with planes from MSA, military force, marine oil operation fields, civil aviation and other departments.

c) Satellite surveillance

Use information from the satellite and image processing for monitoring the spill.

d) Shoreline monitoring

Monitor the spill with radar assistance from coastal VTS station and long-range telescope, and monitor the spill with the help of vehicles, vessels and people along the shoreline.

2.5.3 Departments undertaking the task of monitoring

Departments that are assumed with such responsibility shall undertake the monitoring task.

2.6 Measuring system

2.6.1 In the event of an oil spill, the local maritime response headquarter and response headquarter for the port area shall immediately mobilize those departments with responsibility of marine environmental measurement to conduct measuring of the water and resources polluted by the spill in accordance with the scope and criteria stipulated by the state environmental protection administration.

2.6.2 Contents of measuring

- a) Take sample from oil spilled, vessel in wrong and other suspicious resources, make analysis and identify the source of spill.

- b) Assess oil situation for decision-making, develop response options and cleanup methods by measuring physical property of oil as to their API gravity, viscosity, pour point, flash point, etc.
- c) Identify and measure oil for the affected area and shoreline, define the extent and magnitude of the spill.
- d) Conduct measurement for the resources (aquatic products) affected by the oil spill.
- e) Conduct measurement to the site cleaned and restored, identify the restoration state of such places.

See appendix D for measuring equipment possessed by communication circle along the coast.

2.7 Claim and compensation

Claim and compensation for oil pollution damage shall be conducted according to International Convention on Civil Liability for Oil Pollution Damage, 1992 and oil pollution insurance for ships and system of claim and compensation funds for oil pollution stipulated by the state department, etc.

2.8 Training and exercise

2.8.1 Purpose for training and exercise

Training and exercise is utmost importance in the effective implementation of contingency plan for ships at sea. Headquarters of all levels should regularly or occasionally organize training courses for superintendents, command officers response teams and other members to take part in and exercise for their mastery of response knowledge and techniques, as well as for providing the basis for the test and revision to the contingency plan.

2.8.2 Training

The training falls into three levels: training course for operators, training course for intermediate managers and training course for high-levelled managing staff. The training courses consists of theoretical training and hand-on training on equipment operation, while the operators training emphasizes the use of facilities and equipment, and for the managers training, emphasizes both theoretical and hand-on training. See appendix E for different level of training.

The training is to be organized by maritime competent authority of all levels, with respect to the scale of training. Theoretical training and simulation training on computers are conducted at the training base designated by China MSA, while training on equipment operation can be held in a port or in the warehouse.

2.8.3 Exercise

The aim of exercise is to upgrade response capability, test all components of the plan to ensure a rapid, coordinative and effective response.

The exercise can be of large scale one for the whole system, or for one component

or for several components put together such as simulation drill, drill of communication and drill of equipment deployment.

See appendix E for the exercise.

2.9 Revision of the plan

2.9.1 The plan shall be revised for practicability, owing to the following circumstances:

- a) Amending of law or regulations.
- b) Experience gained from routine exercise and actual spill.
- c) Change of sensitive areas, updating or discarding of equipment possessed.

2.9.2 The present plan and plans for the sea areas are to be revised by the national maritime competent authority, and the plan for the port areas to be revised by the local maritime competent authority and submitted to the national maritime competent authority for record after revision.

3. Response operation

As a key component of the contingency plan, oil spill response operation covers the whole process after occurrence of a spill. The response operation, organized and implemented by the response headquarter, proceeds according to the following (see figure 4).

Annex 3(1) to NOWPAP Regional Oil and HNS Spill Contingency Plan

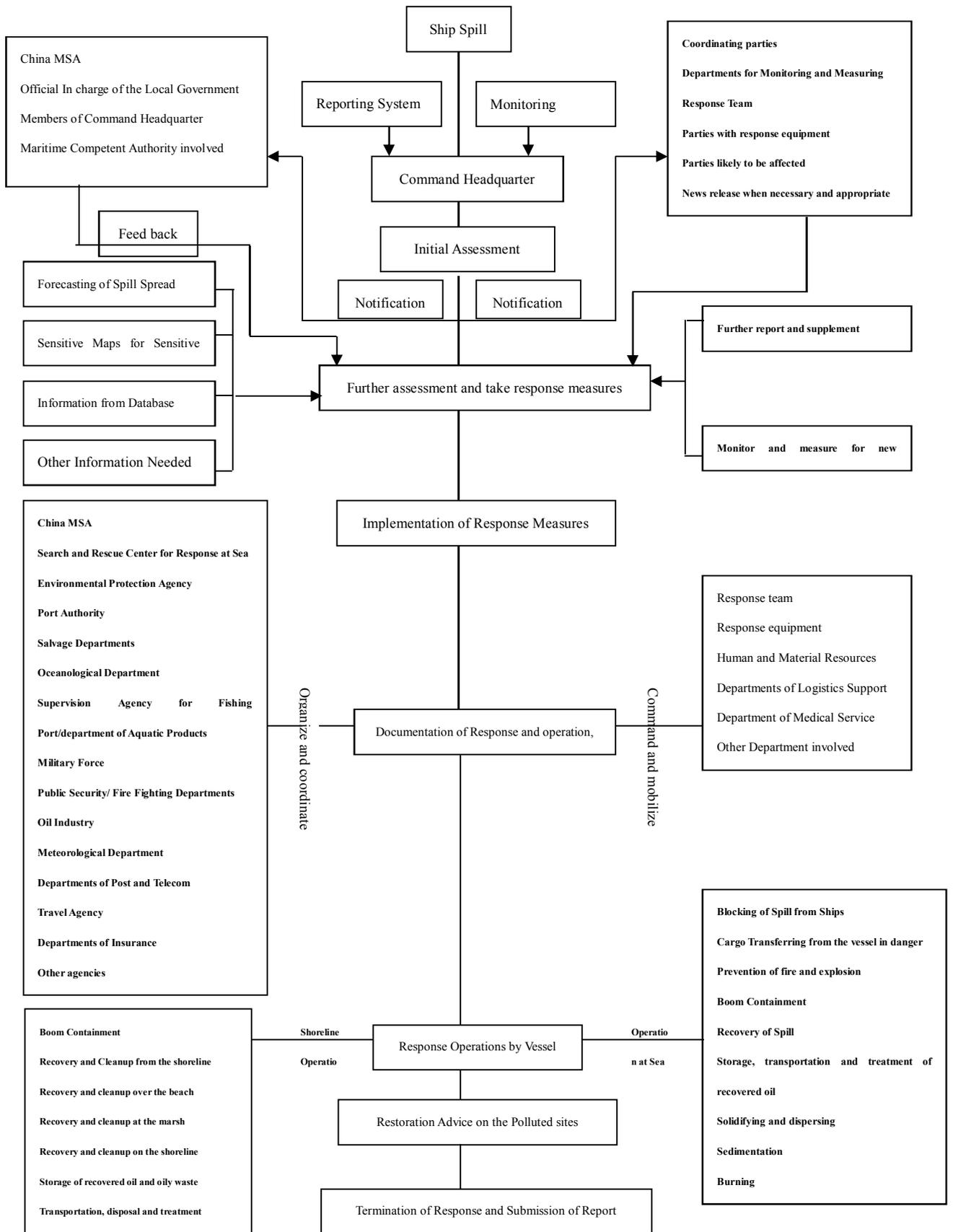


Figure 4 Diagram of response to spill from vessels at sea

3.1 Spill incident report

Maritime competent authority and response headquarters of all levels are the first organizations to be notified. Any vessel, in case of a spill, is expected to report to the nearest maritime competent authority. Report of the spill may come from the following sources:

- a) The person in charge (e.g captain of the ship) of the responsible part involved in the incident or other individuals concerned.
- b) Vessels or plane conducting surveillance at sea.
- c) Predicting by remote sensing information from the satellite
- d) Vessels on the scene of the incident.
- e) Any organization or individual at sea or on shore who detect the spill.
- f) Messages received from members of the headquarter or other organizations

See appendix F for the format and content of oil spill report

3.2 Initial assessment

Response headquarters receiving the incident report should immediately start initial evaluation, while requiring the reporter continuously to provide additional information on the spill. The purpose of initial evaluation is to alert relevant department as soon as possible so as to take response measures.

Main contents in the initial assessment:

- a) Assess the likely extent of the spill and predict the fate of the oil, based on the source of the spill, oil type, location, cause, weather condition and sea state.
- b) Assess the possibility of fire and explosion with the spill.
- c) Assess the risk posed by the spill for health and safety of individual and public.
- d) Assess the likely effect caused to the sensitive area and resources around the spill site.

3.3 Notification

Upon initial assessment, the response headquarter gives notification and activate response operations. Those organizations and individual to be notified are:

- a) National response headquarter at sea
- b) Principal leaders of the local government
- c) Members of response headquarter
- d) Coordinating units of response headquarter
- e) Response team, monitoring and measuring departments
- f) Units that may be affected by the spill
- g) Maritime competent authorities concerned
- h) Conducting news release when proper or needed

3.4 Further assessment

3.4.1 Information sources for further assessment

- a) Initial report and additional report from parties or individuals
- b) Feedback from parties or individual notified
- c) Information obtained from monitoring and measuring system on the spread of the oil
- d) Predicting by the spill model
- e) Conditions of the sensitive area and resources around the spill site
- f) Information from the database
- g) Relevant information from other sources

3.4.2 Content of further assessment

With the above information available, the response headquarter, in addition to the completion of initial assessment, makes further assessment of the spill and its effect with the following,:

- a) Predict the fate, quantity and extent of oil by means of spill model, vessel tracking and aerial surveillance, in combination with information on tides, direction and velocity of wind of the time.
- b) Assess the sensitive area and resources at risk, as well as their priority of protection.
- c) Assess capability of the local response resources and see if they could meet the requirement or in need of assistance from other regions or even from neighboring countries.

3.5 Response strategy

Upon assessment of the spill incident, response headquarter immediately works out the response strategy.

- a) Identify the responsible party, and request the party to take up preventive measures available
- b) Take measures (e.g blocking, lightering, clearing off shallow water, preventing fire and fire extinguishing) to prevent further spillage and fire risk.
- c) Dispatch vessels on watch over the nearby waters or exercise traffic control, monitor the movement of the oil and, when necessary, conduct aerial surveillance or use remote sensing information from the satellite.
- d) Take protective measures from sensitive area and resources likely to be affected.
- e) Monitor the spill, adjacent area and shoreline.
- f) Develop response strategy, mobilize response team, response vessels, equipment, and logistical support.
- g) Coordinate MSA, port authority, salvage, shipping company, environmental protection administration, oceanic departments, supervision agency of fishing port, aquatic departments, military force, public security, fire fighting, oil companies, post and telecom, meteorological department, administration of agriculture and forestry, travel agency, insurance company, etc that join in the response operation.

- h) Develop specific response measures in the cleanup of oil spill.
- i) In case of a major spill, assistance from other region or even neighboring countries is to be considered when more response teams and equipment are required than available,

3.6 Combating of oil and cleanup operation

Operations of spill control and cleanup, as a field work, is normally carried out under the direction of field command post, with human resources and material resources mobilized.

Ways of control and cleanup operation includes containment, recovery, dispersing, solidification, sedimentation, in-situ burning, biological degradation.

Operation of control and cleanup actually takes place in two situations: operation at sea or operation on the shoreline, and in both situations, cleanup methods and sorts of equipment shall be selected accordingly.

Cleanup operations may vary from oil property, weather conditions to location of such operation. See appendix G for options, methods and techniques use in the cleanup operations.

3.7 Treatment of recovered oil and oily waste

Large quantity of oil and oily waste may be collected in the cleanup. Proper treatment to these materials must be carried out so as to avoid secondary pollution. See appendix G for this.

3.8 Logistics support

- a) Support of human and material resources
Oil spill response needs different organizations and departments involved in the operation. In the event of a large spill, not only will the professional response teams and equipment be involved, but also other resources, logistics and departments will be involved in the response operation such as environmental protection, oceanic departments, fishing industry, port authority, ship company, salvage company, waterway management, highway administration, public security, fire fighting, meteorological department, post and telecom and medical service.
- b) Establishment of staging area and logistics replenishment
Staging area is to be established close to the spill site, providing arrangement of resources, lorries and vessels, equipment repair, supply of spare parts and fuel.
- c) Arrange for transportation, accommodation, food, clothes, medical service and safety protections.

3.9 Claim evidence gathering and documentation

Basically, economic loss, which resulted from a spill, is the direct economic loss suffered from the damage to the environment and resources, and cleanup costs, administration fee and other expenses incurred from the response operation.

Any government organizations, companies or individual who either suffer from economic loss or take part in the response operation, all have the right to claim the responsible parties for compensation of economic loss and reimbursement of cleanup cost. In view of this, detailed documentation and record of pollution damage for claim evidence should be maintained from the outset, regarding the resources deployed, logistics provided and results of cleanup. See appendix H for claim evidence and cleanup cost.

3.10 Proposals to restoration of area polluted and damaged

As a result of a spill, many places like tourist spots, bathing beach, recreational sites, as well as natural preserved zone, have to be restored due to damage or loss of their value. The response headquarter should develop restoration plan, design tracking and monitoring measures and give suggestions in making the budget for the restoration.

3.11 Termination of response operation

Response headquarter determines on the termination of response operation when appropriate, debrief and submit the final report.

4. Back up system of response operation

To achieve an effective response, the following basic works are to be completed in the contingency plan to constitute the back up system of response operation.

These works includes collection of natural information of the sea area, defining of environmental sensitive area and development of sensitive maps, establishing of spill model, pre-evaluating of spill risk from ships, identifying of available resources and database.

4.1 Natural conditions of the sea area

Information on the weather, hydrology, topography and physiognomy of the sea area.

4.2 Sensitive area and susceptible resources

a) Defining of environmental sensitive area

Conduct investigation to the marine and shoreline sensitive areas, and mark them out on the maps and nautical charts. Sensitive area and susceptible resources to be defined includes; natural preserved zone, residential and industrial water in take, aquatic cultivation resources and marine aquatic resources, precious and endangered animals and plants and their habitats, inter-tidal zone, farm field, march land, salt field, coastline of all types, scenic spots and historical sites, recreational places, waterborne facilities. See appendix I for major sensitive area and susceptible resources of the country.

b) Priority of protection for the sensitive area and resources.

During a spill incident, it's not possible to protect all the area and resources at risk. Therefore it's of great importance to identify priority of protection in preventing damages to the resources and in making decisions. The priority of protection is defined on sensitivity of the oil, availability and effectiveness of

response measures, intensiveness in removal of oil and on the economic damage likely to be caused by the spill.

c) Plotting of sensitivity map

Based on the investigation to the sensitive and susceptible resources and priority of protection, GIS system is used to plot sensitivity maps.

4.3 Development of spill model

Design spill model in advance for the essential water channels and ports for prediction of oil movement, and provide data for decision- making and response in the event of an oil spill.

4.4 Pre-evaluation of spill risk from ships

a) Evaluation of spill risk

Make risk analysis and forecasting on the key waterways and ports in area of accidents, and estimate the scale of spill and magnitude with information provided on the local weather conditions, hydrology, historical data on the types of accident, amount of spill, category of ships, tonnage, route of navigation and future trend of shipping volume for the forecasting of spill movement and allocation of response equipment. See appendix J and K for statistics on the major spill accidents of 50 ton and above occurred from ships and dock of china coast and summary to the major ship spill cases from domestic and abroad.

b) Pre-evaluation of pollution risk from ships

With spill model of the sea area and port established and sensitive area defined, pre-evaluate pollution damage to those areas and collect data information. In the event of oil spill, with help of the information acquired and taking into account of the actual situation of the time, estimate the possible pollution damage to be caused by the spill, and provide scientific support for decision- making and response operation.

4.5 Human and material resources

a) Human resources

Oil spill response covers a wide range of aspects. Except for the command system, professional and part time response teams, trades and departments of more aspects will be required to cooperate and give support, and this is especially the case in a big spill. In the process of developing a contingency plan, human resources, material availability, and way of communications all have to be written down for record, and be put into a communication list for all departments with human resources available to follow. And all these should be stored into computer. In case of a spill accident, such departments can be readily called out for response upon request when necessary.

b) Material resources

Response equipment is used to control and clean up oil. Such equipment are: oil recovery vessel, oil boom, skimmer, towing net, sorbent material,

treatment agent, (spraying device), assisting workboat, oil pumping system, storage bag, fire fighting vessel, waste disposing facilities, pressure washer, etc. These equipment and facilities should be put in the contingency plan and stored in computer. Performance of these equipment should be also specified, namely on the type, number, performance, where to use and conditions for use, location of the equipment and requirement for transportation, price and hiring rate of the equipment, address of the owner and contact details. Similarly, information should also include monitoring vessel, plane, satellite used for response purpose, as well as wire communication, radio communication, satellite communication, fax, mobile phone, mobile station, vessel of command, directing vehicle, tanker for lightering, oil barge and logistics resources, and all these information are to be stored in computers.

4.6 Information system and data base

As important back-up software and one closely-linked component, information system, operated by computers, can help to effectively complete all procedures of the contingency plan.

The information system, which goes with the contingency plans of the sea area and the port, can be used for collection, processing and transmitting of information, simulation of exercise and management of the system. The information system can meet the requirements with the response system of organization and management, spill measurement system and decision-making system, and the information system can reveal the whole process of spill response. Any information required for the system is put into the computer, and the information system can interface with other networks of various functions, being available for usage whenever in demand.

Postscript

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