Examination of Estimates of Expenditure 2019-20

Reply Serial No.

THB(T)292

CONTROLLING OFFICER’S REPLY

Head: Director of Marine (Maisie CHENG)
Programme: Port Services
Subhead (No. & title): (-) Not Specified

Head: Director of Bureau
Subhead (No. & title): (100) Marine Department
Programme: (4404)

Question

(a) Some time earlier, a fire broke out from containers containing pulverised fuel ash at the Tuen Mun River Trade Terminal, which eventually led to a huge blaze that lasted for nine days. The suspended particulates generated not only had adverse impacts on the environment, but might also endanger the health of the firemen fighting the fire for long hours there. Investigation indicated that the batch of containers contained inflammable substances like pulverised fuel ash. Under high temperature, the fire finally spread to other containers containing the same kinds of substances. In exercising control over the conveyance of dangerous goods at sea, does the Bureau have any detailed guidelines regarding inflammable substances? If yes, what are the details?

(b) Are there any specific guidelines (on locations, quantity limits, etc.) for placing dangerous goods at terminals? If yes, what are the details? If no, what are the reasons?

Reply

(a) To ensure marine safety, vessels carrying dangerous goods (DG) in Hong Kong waters are required to comply with specific requirements in documentation, marking/labeling, stowage and segregation as set out in the International Maritime Dangerous Goods Code (IMDG Code) adopted by the International Maritime Organization. The relevant requirements of the IMDG Code have been suitably incorporated into our local legislation. Furthermore, under existing legislation, the owner, agents or master of vessels carrying DG shall furnish the Director of Marine with a DG manifest with details of the DG being carried before arrival in or departure from Hong Kong waters.

(b) Different classes of DG shall comply with their respective statutory requirements in storage, packing, segregation, etc., including those under the Merchant Shipping (Safety) Ordinance (Cap. 369) and the Dangerous Goods Ordinance (Cap. 293) as well as the GMG Code. If in doubt, operators are advised to consult the local Port Authority for specific requirements.

(a) Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 49)

(b) The suspended particulates generated not only had adverse impacts on the environment, but might also endanger the health of the firemen fighting the fire for long hours there. Investigation indicated that the batch of containers contained inflammable substances like pulverised fuel ash. Under high temperature, the fire finally spread to other containers containing the same kinds of substances. In exercising control over the conveyance of dangerous goods at sea, does the Bureau have any detailed guidelines regarding inflammable substances? If yes, what are the details?

(b) Are there any specific guidelines (on locations, quantity limits, etc.) for placing dangerous goods at terminals? If yes, what are the details? If no, what are the reasons?

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(b) Are there any specific guidelines (on locations, quantity limits, etc.) for placing dangerous goods at terminals? If yes, what are the details? If no, what are the reasons?
as their subsidiary legislation. As far as the storage of DG inside a container is concerned, the Kwai Tsing Container Terminals and the River Trade Terminal both have designated areas for the storage of DG. In addition, under the Dangerous Goods (General) Regulations (Cap. 295B), DG stored in containers should meet the relevant safety requirements and should not be placed at terminals for more than 72 hours.

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