

Chapter:	295C	DANGEROUS GOODS (SHIPPING) REGULATIONS	Gazette Number	Version Date
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		Empowering section		30/06/1997
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(Cap 295 section 5)

[1 April 1964] (L.N. 35 of 1964)

(Originally L.N. 16 of 1964)

Part:	I	PRELIMINARY		30/06/1997
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Regulation:	1	Citation		30/06/1997
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These regulations may be cited as the Dangerous Goods (Shipping) Regulations.

Regulation:	2	Interpretation	71 of 1999	01/07/1997
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Remarks:

Adaptation amendments retroactively made - see 71 of 1999 s. 3

In these regulations, unless the context otherwise requires-

"approved container terminal" (認可貨櫃碼頭) means a container terminal specified in the Third Schedule; (L.N. 96 of 1974)

"approved petroleum wharf" (認可石油貨運碼頭) means a wharf specified in the First Schedule; (L.N. 39 of 1969)

"container terminal" (貨櫃碼頭) means any wharf comprising one or more berths for ships, where cargo is handled in freight containers loaded on or discharged from vessels specially designed or converted for that purpose; (L.N. 96 of 1974)

"dangerous goods" (危險品) means any goods classified as being dangerous goods in the Dangerous Goods (Application and Exemption) Regulations (Cap 295 sub. leg. A), and reference to any category, class or division of dangerous goods refers to the category, class or division, as the case may be, of dangerous goods classified in those regulations; (L.N. 126 of 1990)

"dangerous goods anchorage" (危險品碇泊處) means any area specified as a dangerous goods anchorage in the Seventh Schedule to the Shipping and Port Control Regulations (Cap 313 sub. leg. A);

"Director" (處長) means the Director of Marine;

"freight container" (貨櫃) means any rigid or collapsible case or receptacle of rectangular shape-

- (a) having an internal volume of not less than 1 cubic metre;
- (b) specifically constructed for permanent and continuous use as an adjunct to cargo handling;
- (c) fitted with devices permitting its transfer from one mode of transport to another; and
- (d) used for enclosing and transporting a number of packages of cargo or bulk material; (L.N. 96 of 1974)

"handle" (處理) includes all operations connected with loading, unloading, discharging, stacking, stowing or restowing of dangerous goods or other cargo; (L.N. 96 of 1974)

"in bulk" (散裝) means contained in tanks fitted into or forming part of the construction of a vessel or contained directly in the hull of the vessel itself;

"package" (包裝), in relation to dangerous goods, includes every method by which such goods may be cased, covered, enclosed, contained or packed; (L.N. 96 of 1974)

"passenger" (乘客) means any person carried in a vessel except-

- (a) a person employed or engaged in any capacity on board the vessel on the business of the vessel; and
- (b) a person on board the vessel either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstances that neither the master nor the owner could have prevented or forestalled;

"removal permit" (移走許可證) means a permit granted pursuant to the provisions of regulation 4 of the Dangerous Goods (General) Regulations (Cap 295 sub. leg. B);

"type I vessel" (第I類船隻) means any vessel trading to or from Hong Kong, other than a type II vessel; (71 of 1999 s. 3)

"type II vessel" (第II類船隻) means any vessel trading to or from Hong Kong and conveying dangerous goods in category 5 in bulk; (71 of 1999 s. 3)

"type III vessel" (第III類船隻) means any vessel trading exclusively within the waters of Hong Kong and required to be registered or licensed pursuant to the provisions of the Merchant Shipping Ordinance (Cap 281). (71 of 1999 s. 3)

Part:	II	PROVISIONS RELATING TO TYPE I VESSELS		30/06/1997
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Regulation:	3	Vessels on fire		30/06/1997
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No type I vessel conveying any dangerous goods in which any part of the cargo, whether such part consists of dangerous goods or not and whether such part is stowed below hatches or on deck, is, or has been within 24 hours previous to the time of arrival, on fire shall enter the harbour without the permission of the Director.

Regulation:	4	Dangerous goods manifests to be furnished	71 of 1999	01/07/1997
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Remarks:

Adaptation amendments retroactively made - see 71 of 1999 s. 3

The owner, agents or master of any type I vessel arriving in the waters of Hong Kong and having on board any dangerous goods shall, not less than 48 hours before the estimated time of arrival of the vessel, furnish the Director with 6 copies of a manifest in the English language in the Form set out in the Second Schedule of all of such dangerous goods: (71 of 1999 s. 3)

Provided that where for reasonable cause it is not possible to furnish such manifest in the manner and time aforesaid a manifest shall be furnished immediately after the arrival of the vessel in the harbour.

(L.N. 215 of 1977)

Regulation:	5	Movements of type I vessels conveying explosives or certain inflammables generally		30/06/1997
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- (1) Except with the permission of the Director, no type I vessel conveying dangerous goods in category 1 shall-
 - (a) enter or leave the harbour except by the East Lamma Channel and the western entrance to the harbour;
 - (b) being within the harbour, proceed otherwise than directly to or from the western dangerous goods anchorage;
 - (c) being in the western dangerous goods anchorage, move therefrom without the permission of the Director.
- (2) Except with the permission of the Director, no type I vessel conveying dangerous goods in category 5, class 1 or 2 shall-
 - (a) berth or anchor except at an approved petroleum wharf or in a dangerous goods anchorage other than the western dangerous goods anchorage;
 - (b) proceed otherwise than directly to or from an approved petroleum wharf or a dangerous goods anchorage other than the western dangerous goods anchorage; or
 - (c) enter or remain in that part of the harbour which is bounded-
 - (i) to the East by a line drawn from a position on Hong Kong Island in latitude 22 degrees 17' 41" North, longitude 114 degrees 11' 56.5" East, thence on a bearing of 334 degrees True to the mainland; and
 - (ii) to the West by lines drawn-
 - (a) from a position on Hong Kong Island in latitude 22 degrees 16' 34" North, longitude 114 degrees 06' 50" East, 329 degrees to the western side of Green Island and thence on a

- bearing of 026 degrees True to the western side of Stonecutters Island; and
- (b) from a position on the eastern side of Stonecutters Island in latitude 22 degrees 19' 24" North, longitude 114 degrees 08' 44" East, thence on a bearing of 000 degrees True to the mainland. (L.N. 39 of 1969)

Regulation:	5A	Loading and discharge of freight container holding dangerous goods		30/06/1997
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Except with the permission of the Director, no type I vessel shall load or discharge a freight container, containing-

- (a) dangerous goods in category 1, otherwise than at the western dangerous goods anchorage;
- (b) any other dangerous goods, otherwise than at an approved container terminal.

(L.N. 96 of 1974)

Regulation:	6	Movements of type I vessels conveying explosives or certain inflammables in event of storm		30/06/1997
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Except with the permission of the Director, upon the hoisting of any local storm signal, other than signal number one or number three, every type I vessel having on board any dangerous goods in category 1, shall proceed outside the harbour and shall there remain until such signal is lowered.

Regulation:	7	Precautions to be taken in the loading or discharge of dangerous goods		30/06/1997
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(1) When in any type I vessel any dangerous goods are being loaded or discharged or when any other goods are being loaded into or discharged from any hold or compartment of any such vessel in which any dangerous goods are stowed, the master of the vessel shall-

- (a) satisfy himself that any gear required to be used in any operation involved in the loading or discharge of such goods is in good order and condition, of sufficient strength and suitable in all other respects for the purpose;
- (b) cause adequate fire fighting equipment to be available in good order and condition and in all respects ready for immediate use;
- (c) prohibit smoking or the use of naked lights in any hold or compartment containing any dangerous goods or so near to any such goods in the process of being loaded or discharged as to cause risk of fire thereto;
- (d) cause all reasonable precautions to be taken to prevent damage occurring to any container or freight container containing dangerous goods; and (L.N. 96 of 1974)
- (e) cause such loading or discharge to be at all times carried out under the personal supervision of a person having reasonable experience in the handling of dangerous goods.

(2) Without prejudice to the provisions of paragraph (1), when in any type I vessel any dangerous goods in any of the categories mentioned in this paragraph are being loaded or discharged or when any other goods are being loaded into or discharged from any hold or compartment of any vessel in which any such dangerous goods are stowed, the master of the vessel shall cause the following additional precautions to be taken-

- (a) in the case of dangerous goods in category 1, a continuous watch shall be maintained over any hold or compartment containing such goods, whether or not such hold or compartment is for the time being open or closed and whether or not any work is being carried on therein;
- (b) in the case of dangerous goods in category 2, 4 or 5, no hold or compartment containing such goods shall be worked until adequate ventilation has been provided therein;
- (c) in the case of dangerous goods in category 6 or 9, all reasonable steps shall be taken to prevent water coming into contact therewith; and, in addition, in the case of raw cotton, cotton waste and kapok, all reasonable steps shall be taken to prevent oil or oily substances coming in contact therewith.

Part:	III	PROVISIONS RELATING TO TYPE II VESSELS		30/06/1997
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Regulation:	8	Movements of tankers generally		30/06/1997
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Except with the permission of the Director, no type II vessel having on board any dangerous goods in category 5, class 1, 2 or 3, shall-

- (a) berth or anchor except at an approved petroleum wharf specified in Part I of the First Schedule or in a dangerous goods anchorage other than the western dangerous goods anchorage;
- (b) proceed otherwise than directly to or from an approved petroleum wharf specified in Part I of the First Schedule or a dangerous goods anchorage except the western dangerous goods anchorage; or
- (c) enter or remain in that part of the harbour which is bounded-
 - (i) to the East by a line drawn from a position on Hong Kong Island in latitude 22 degrees 17' 41" North, longitude 114 degrees 11' 56.5" East, thence on a bearing of 334 degrees True to the mainland; and
 - (ii) to the West by lines drawn-
 - (a) from a position on Hong Kong Island in latitude 22 degrees 16' 34" North, longitude 114 degrees 06' 50" East, 329 degrees to the western side of Green Island and thence on a bearing of 126 degrees True to the western side of Stonecutters Island; and
 - (b) from a position on the eastern side of Stonecutters Island in latitude 22 degrees 19' 24" North, longitude 114 degrees 08' 44" East, thence on a bearing of 000 degrees True to the mainland.

(L.N. 39 of 1969)

Regulation:	9	Movements of tankers in event of storm		30/06/1997
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Except with the permission of the Director, upon the hoisting of any local storm signal, other than number one or number three, every type II vessel having on board any dangerous goods in category 5 shall proceed outside the harbour and shall there remain until such signal is lowered.

Regulation:	10	Manning of tankers		30/06/1997
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Every type II vessel loading, discharging or having on board any dangerous goods in category 5, class 1 or 2, shall at all times retain on board not less than one certificated deck officer and one certificated engineer officer.

Regulation:	11	Precautions regarding openings to cargo tanks		30/06/1997
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When any type II vessel is loading or discharging any dangerous goods in category 5, class 1 or 2, all openings from cargo tanks to the open air, except such as to form part of the ventilating system thereof, shall be kept closed:

Provided that nothing in this regulation shall be construed to prevent the opening of any ullage plug or sighting port for so long as may be necessary for the purpose of taking dips or samples, or the opening of any such ullage plug or sighting port if it is adequately protected by strong, clean and incorrodible wire gauze of nominal aperture size not greater than 0.5 mm and of nominal wire diameter not greater than 0.35 mm.

(L.N. 119 of 1983)

Part:	IV	PROVISIONS RELATING TO TYPE III VESSELS		30/06/1997
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Regulation:	12	Permits required for carriage of dangerous goods in type III vessels	24 of 2005; L.N. 282 of 2006	02/01/2007
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(1) (Repealed 24 of 2005 s. 37)

(2) No dangerous goods shall be conveyed in any type III vessel except with the prior permission in writing of the Director granted in respect of such goods: (24 of 2005 s. 37)

Provided that where for any reason it is not, in the opinion of the Director, practicable to grant such permission in writing, he may grant verbal permission to be confirmed thereafter in writing within 24 hours, general holidays excepted.

(3) Any permission in writing granted for the purpose of paragraph (2) may be granted subject to such conditions or restrictions as the Director may think fit. (24 of 2005 s. 37)

(4) Nothing in this regulation shall apply to the conveyance of any quantity of dangerous goods exempted from the application of the provisions of section 6 of the Ordinance by virtue of any of the provisions of the Dangerous Goods (General) Regulations (Cap 295 sub. leg. B).

(5) Nothing in this regulation shall apply to the conveyance of any dangerous goods in category 1 which are materials within the meaning of pyrotechnic special effects material under the Entertainment Special Effects Ordinance (Cap 560) if and only if such conveyance is in accordance with the requirements specified in regulations made under section 26 of the Entertainment Special Effects Ordinance (Cap 560). (41 of 2000 s. 63)

(6) Nothing in this regulation shall apply to the conveyance of liquefied petroleum gas in a cylinder having a water capacity of less than 130 litres or a combination of cylinders having a combined water capacity of less than 130 litres if and only if the conveyance of such liquefied petroleum gas is for and incidental to the production of entertainment special effects within the meaning of the Entertainment Special Effects Ordinance (Cap 560). (41 of 2000 s. 63)

Regulation:	13	Alterations not to be made after grant of permission		30/06/1997
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Except with the permission in writing of the Director, after the grant of any permission pursuant to any of the provisions of regulation 12 no material alteration shall be made or permitted to occur in the structure or fittings of the vessel to which the permission relates.

Regulation:	14	Restrictions on carriage of passengers on type III vessels carrying dangerous goods	L.N. 35 of 2001	16/03/2001
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(1) Subject to the provisions of paragraphs (2) and (3), except with the permission of the Director, no passengers shall be conveyed in any type III vessel at the same time as such vessel is conveying any dangerous goods. (41 of 2000 s. 64)

(2) Notwithstanding anything contained in paragraph (1), passengers may be conveyed in any vehicular ferry at the same time as dangerous goods are carried:

Provided that-

- (a) such goods are contained in a vehicle; and
- (b) such vehicle is conspicuously marked to indicate that it contains dangerous goods.

(3) Notwithstanding anything contained in paragraph (1), passengers may be conveyed in any type III vessel at the same time as dangerous goods are carried if and only if-

- (a) such vessel is exempted from the application of regulation 12 by virtue of regulation 12(4), (5) or (6); and
- (b) such passengers are each holder of a valid special effects operator licence issued under the Entertainment Special Effects Ordinance (Cap 560); and
- (c) such goods are carried for and incidental to the production of entertainment special effects within the meaning of the Entertainment Special Effects Ordinance (Cap 560). (41 of 2000 s. 64)

Regulation:	15	Dangerous goods not to be stowed near engines or overstowed unless packed in freight container		30/06/1997
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(1) Except when packed in a freight container, any dangerous goods conveyed in any type III vessel shall be stowed clear of the engines.

(2) when any dangerous goods are conveyed in any type III vessel together with any other goods, the dangerous goods shall be stowed in such a manner as to be at all times readily accessible, unless the dangerous goods and the other goods are packed together in a freight container.

(L.N. 96 of 1974)

Regulation:	16	Towing of type III vessels carrying dangerous goods		30/06/1997
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(1) Except with the permission of the Director, no vessel shall be used for the towing of any type III vessel which is conveying dangerous goods.

(2) Except with the permission of the Director, not more than 4 type III vessels shall be towed at any one time by the same towing vessel and not more than 2 shall be towed abreast.

Regulation:	17	Special restrictions relating to type III vessels conveying explosives and certain inflammables	24 of 2005; L.N. 282 of 2006	02/01/2007
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(1) Except with the permission of the Director, no type III vessel while conveying any dangerous goods in category 1 or category 5, class 1 or 2 shall- (41 of 2000 s. 65)

- (a) convey any other goods;
- (b) (Repealed 24 of 2005 s. 38)
- (c) enter any dock or carry out in the harbour any repairs, other than running repairs to machinery for the safe operation of the vessel;
- (d) except with the permission of the Director, be underway in the harbour between the hours of sunset and sunrise, except by reason of stress of weather or other unforeseen circumstance beyond the control of the owner, agent or master of the vessel; or
- (e) anchor or berth-
 - (i) in the case of a vessel carrying dangerous goods in category 1, otherwise than alongside another vessel for the purpose of loading or discharging such goods and for such duration only between the hours of sunrise and sunset as is reasonably required for that purpose, or in the western dangerous goods anchorage, or as may otherwise be specified in a valid removal permit relating to the transport of such goods or as may otherwise be permitted in each case by the Director;
 - (ii) in the case of a vessel carrying dangerous goods in category 5, class 1 or 2, otherwise than alongside another vessel for the purpose of loading or discharging such goods and for such duration only as is reasonably required for that purpose, or alongside an approved petroleum wharf or in a dangerous goods anchorage other than the western dangerous goods anchorage, or as may otherwise be permitted in each case by the Director; and
 - (iii) notwithstanding sub-paragraphs (i) and (ii), in the case of a vessel carrying a freight container containing dangerous goods in category 1 or category 5, class 1 or 2, otherwise than alongside an approved container terminal, or as may otherwise be permitted in each case by the Director. (L.N. 96 of 1974)

(2) Nothing in paragraph (1)(a) and (e)(i) and (ii) shall apply to any type III vessel which has been exempted from the application of regulation 12 by virtue of regulation 12(4) or (5). (41 of 2000 s. 65)

Regulation:	18	Precautions against fire in type III vessels conveying explosives or certain inflammables		30/06/1997
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No person in any type III vessel which has on board any dangerous goods in category 1 or category 5, class 1 or 2, shall, or shall cause or permit any other person to-

- (a) smoke;
- (b) use any naked light or other unscreened source of light or heat capable of igniting explosive material or inflammable vapours; (L.N. 386 of 1993)
- (c) wear shoes containing exposed metal nails or studs capable of creating sparks when brought into contact with other metal; or (L.N. 96 of 1974)
- (d) use any metal hammers or other metal tools for the purpose of opening or closing hatches or for any other purpose likely to create sparks. (L.N. 96 of 1974)

Regulation:	19	Movements of type III vessels carrying explosives or certain inflammables in event of storm		30/06/1997
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Except with the permission of the Director, upon the hoisting of any local storm signal, other than signal number

one or number three, every type III vessel which has on board any dangerous goods in category 1 or category 5, class 1 or 2, shall proceed outside the harbour or-

- (a) in the case of a vessel having on board dangerous goods in category 1, to the western dangerous goods anchorage; or
- (b) in the case of a vessel having on board dangerous goods in category 5, class 1 or 2, to any dangerous goods anchorage other than the western dangerous goods anchorage.

Regulation:	20	Prohibition against conveyance in bulk of certain inflammables in junks		30/06/1997
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No dangerous goods in category 5, class 1 or 2, shall be conveyed in bulk in any junk.

Part:	V	MISCELLANEOUS	24 of 2005; L.N. 282 of 2006	02/01/2007
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Regulation:	20A	Fees for grant of permission under regulation 12(2)	24 of 2005; L.N. 282 of 2006	02/01/2007
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The fees to be paid for the grant of permission under regulation 12(2) shall be \$160.

(24 of 2005 s. 39)

Regulation:	21	Presumption		30/06/1997
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For the purposes of Part III and Part IV of these regulations, any type II or type III vessel which has had on board below decks or in any tank any dangerous goods in category 5, class 1 or 2, shall be deemed to be a vessel conveying or having on board such dangerous goods until a gas free certificate has been issued in respect of such vessel by a person approved therefor by the Director.

Regulation:	22	Saving		30/06/1997
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Nothing in these regulations shall be construed-

- (a) to apply to-
 - (i) any dangerous goods forming part of the equipment, stores or fuel of any vessel or vehicle in which such goods are carried, or
 - (ii) goods which neither the owner of the vessel nor any of his servants or agents knew or ought to have known, or had reasonable grounds for suspecting, to be dangerous goods; or
- (b) to prevent any vessel rendering assistance, in such seamanlike manner as may in the circumstances be appropriate, to any other vessel which is in peril.

Regulation:	23	Penalties		30/06/1997
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(1) The master of any vessel in respect of which any of the provisions of regulation 3, 14 or 16 is contravened shall be guilty of an offence and shall be liable on summary conviction to a fine of \$10000 and imprisonment for 3 months.

(2) The master of any vessel in respect of which any of the provisions of regulation 5, 5A, 6, 8, 9, 10, 11, 15, 17, 18 or 19 is contravened shall be guilty of an offence and shall be liable on summary conviction to a fine of \$10000 and imprisonment for 3 months unless he proves that the contravention occurred without his consent or connivance and that he exercised all such due diligence to prevent the occurrence of the contravention as he ought to have exercised having regard to all circumstances. (L.N. 96 of 1974).

(3) The owner or, in the absence of the owner, the agent or, in the absence of both owner and agent, the master of any vessel in respect of which any of the provisions of regulation 4, 12, 13 or 20 is contravened shall be guilty of an offence and shall be liable on summary conviction to a fine of \$5000 and imprisonment for 2 months.

(4) Any person who contravenes any of the provisions of regulation 18 shall be guilty of an offence and shall

be liable on summary conviction to a fine of \$2000 and imprisonment for 1 month.

(L.N. 250 of 1984)

Schedule:	1	APPROVED PETROLEUM WHARVES	2 of 2012	01/07/1997
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Remarks:

Adaptation amendments retroactively made - see 2 of 2012 s. 3

[regulation 2]

PART I

Wharves which may be used for the berthing of
type II vessels and type III vessels

1. The wharf at Kwun Tong belonging to Shell Hong Kong Ltd.
2. The wharf at Nga Ying Chau at Tsing Yi Island (north-east) (Tsuen Wan Permanent Pier No. 17) belonging to China Resources (Holdings) Company Limited.
3. The wharf at Tsing Yi Island (east) (Tsuen Wan Permanent Pier No. 21) belonging to Mobil Oil Hong Kong Ltd.
4. The wharf at Tsing Yi Island (east) (Tsuen Wan Permanent Pier No. 28) belonging to Mobil Oil Hong Kong Ltd.
5. The wharf at Tsing Yi Island (west) (Tsuen Wan Permanent Pier No. 29) belonging to Caltex Oil Hong Kong Ltd.
6. The wharf at Sham Tseng on lease to Union Carbide Asia Ltd.
7. The wharf at Tsing Yi Island (south) (Tsuen Wan Permanent Pier No. 31) belonging to China Resources (Holdings) Company Limited.
8. The wharves at Tsing Yi Island (south) (Tsuen Wan Permanent Pier No. 26 & No. 30) belonging to Peninsula Electric Power Co. Ltd.
9. The wharf at Ap Lei Chau belonging to Shell Hong Kong Ltd.
10. The wharf at Chai Wan belonging to China Resources (Holdings) Company Limited.
11. The discharge dolphins at Pak Sha Tau Chau in Tolo Harbour belonging to Hong Kong and China Gas Co. Ltd.
12. The wharves at Tsing Yi Island (west) (T.Y.T.L. 108) belonging to Shell Hong Kong Ltd.
13. The wharf of Lok On Pai (STL 739) belonging to Hong Kong Petrochemical Company Ltd. (L.N. 361 of 1993)
14. The wharves at Tsing Yi Island (Southwest) (T.Y.T.L. 115) belonging to Mobil Oil Hong Kong Ltd. (L.N. 361 of 1993)
15. The wharves at Tsing Yi Island (Kwai Tsing Permanent Pier 34) belonging to Caltex Oil Hong Kong Ltd. (L.N. 361 of 1993)

PART II

Wharves which may be used for the berthing of Type III vessels only

1. The wharf at Hung Hom belonging to China Light & Power Company Limited.
2. The wharf at To Kwa Wan belonging to Hong Kong & China Gas Co. Ltd.
3. The wharf at Hok Un belonging to Green Island Cement Co. Ltd.
4. The wharf at Sham Tseng belonging to Hong Kong Brewery Limited.
5. The wharf at Tsing Yi Island (east) (Tsuen Wan Permanent Pier No. 23) belonging to Hong Kong Oil Company Limited.
6. The wharf at Aberdeen belonging to the Fish Marketing Organization.
7. The wharf Ap Lei Chau belonging to Caltex Oil Hong Kong Ltd.
8. The wharf at Ap Lei Chau belonging to Mobil Oil Hong Kong Ltd.
9. The wharf at Tytam Tuk Pumping Station belonging to the Hong Kong Government.
10. The wharf at Macau Ferry Terminal at Central belonging to the Hong Kong Government.
11. The wharf at the Ngong Shuen Chau Barracks. (2 of 2012 s. 3)
12. (Repealed 2 of 2012 s. 3)
13. The discharge dolphin at Kowloon Bay belonging to Shell Hong Kong Ltd.
14. The heavy unloading area at Po Lo Tsui on Lamma Island belonging to the Hong Kong Electric Company Limited.
15. The seawall berth of the Castle Peak Power Station at Tap Shek Kok belonging to the Kowloon Electricity Supply Co. Ltd.
16. The discharge dolphin at Shau Kei Wan belonging to Caltex Oil Hong Kong Ltd.
17. The discharge dolphin at Shau Kei Wan belonging to Shell Hong Kong Ltd.
18. The discharge dolphin at Shau Kei Wan belonging to Mobil Oil Hong Kong Ltd.
19. The discharge dolphin at Shau Kei Wan belonging to Esso Hong Kong Limited.
20. The wharf at Kennedy Town belonging to China Merchants Godown, Wharf and Transportation Company Limited.
21. The China Ferry Terminal at Tsim Sha Tsui belonging to the Hong Kong Government.
22. The Wharf at Nim Shue Wan belonging to China Resources Petroleum and Chemical Company Limited. (L.N. 80 of 1992)

(L.N. 190 of 1990)

Schedule:	2	DANGEROUS GOODS MANIFEST	30/06/1997
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[regulation 4]

s.s./m.s.

Berth

Date of Loading/Discharge

PORT OF SHIPMENT	B/L NO.	MARKS AND NUMBERS	NUMBER OF PACKAGES	CHEMICAL AND TRADE NAME	IN TRANSIT, LOADING OR DISCHARGE	POSITION OF STOWAGE	CATEGORY	FLASH POINT	QUANTITY in tonnes	CON-SIGNEE

Schedule:	3	APPROVED CONTAINER TERMINALS	30/06/1997
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[regulation 2]

1. The Container Terminal at Tsim Sha Tsui belonging to Wharf (Holdings) Limited.
2. (Repealed L.N. 80 of 1992)
3. The Container Terminals at Kwai Chung belonging to Modern Terminals Ltd.
4. The Container Terminal at Kwai Chung belonging to Hong Kong International Terminals Ltd. or its subsidiaries.
5. The Container Terminal at Kwai Chung belonging to Sea-Land Orient Limited.

(L.N. 190 of 1990)