

# Management of DG in Korea and the International Port Development Cooperation Program

Korea Ports and Harbors Association

*Korea Cooperative Supporting Center for  
Overseas Port Development(KCSC)*

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# Index.

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## **01** Managing Dangerous Goods in Port of Korea

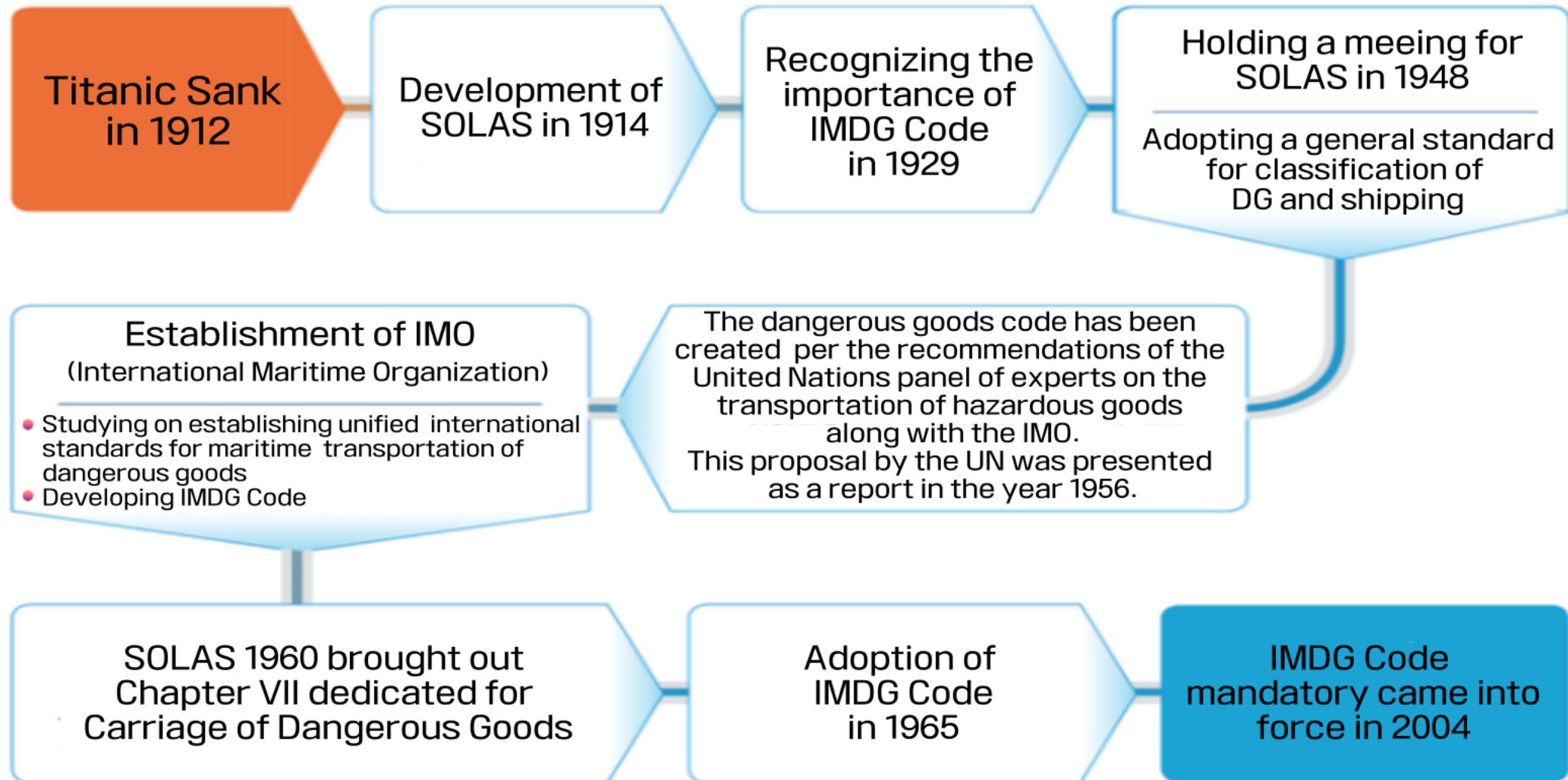
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## **02** Introduction of IPDCP

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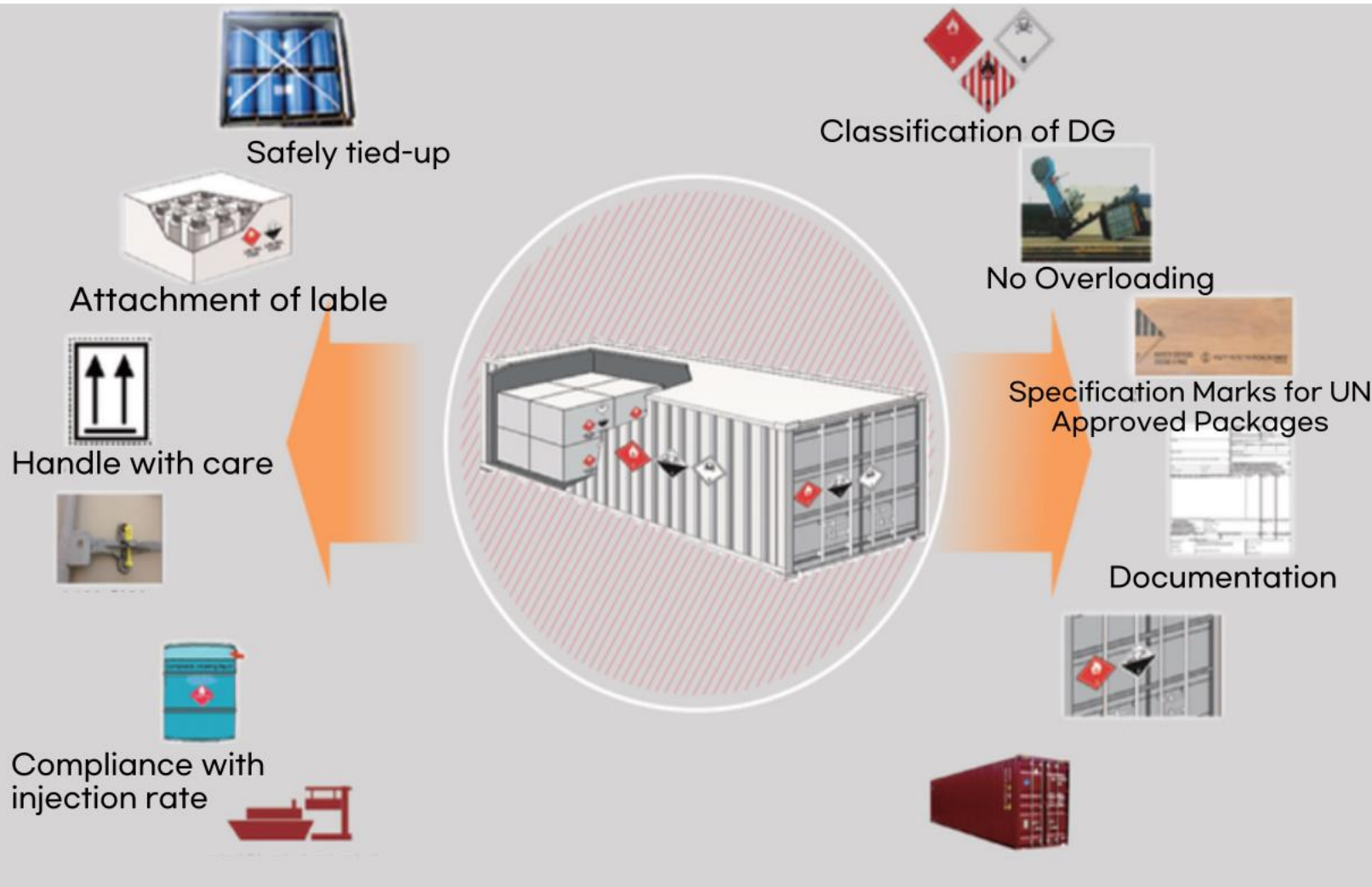
## **03** Introduction of Workshop

# Evolution of IMDG Code



# Regulations in Korea for DG

Following regulations must be observed when shipping dangerous goods



## ■ Ship Safety Act

: regulations for transportation and storage of DG through shipping

## ■ Marine Environment Management Act

: prevention of pollution from ships

## ■ Act on the Arrival and Departure of Ships

: control of entrance to the port of dangerous goods





Types of DG	Name of the Act	The Ministry and Office concerned
Maritime Dangerous Goods	ACT ON THE ARRIVAL AND DEPARTURE OF SHIPS	Ministry of Oceans and Fisheries
Dangerous Goods (inflammable)	ACT ON THE SAFETY CONTROL OF HAZARDOUS SUBSTANCES	Ministry of Public Safety and Security
Toxic Chemical Substances	CHEMICAL CONTROL ACT	Ministry of Environment
High-Pressure Gas	HIGH-PRESSURE GAS SAFETY CONTROL ACT	Ministry of Trade, Industry and Energy
Explosives	ACT ON THE SAFETY MANAGEMENT OF GUNS, SWORDS AND EXPLOSIVES	the National Police Agency
Radioactive Material	NUCLEAR SAFETY ACT	Nuclear Safety and Security Commission

- For safe maritime transportation of dangerous goods, it is important to comply with rules & regulations and foster a sense of safety.
- IMDG Code training has been mandatory since January 2010 for all shore-side staff involved in dangerous goods transport by sea.
- According to the international standards, Korea also has been carrying out mandatory training programs for all shore-side personnel involved with DG transport by sea.  
(Training institution is Korea Maritime Dangerous Goods Inspection & Research Institute)



# DG Handling Process and Legislation of Korea

Category	International Shipping	Domestic Shipping		Store and Preserve
	Territorial waters (Exports/Imports)	Harbor limit (Entry/Departure)	Berth (Loading/Unloading)	
Applied Law	①	①	②	③
	International Maritime Dangerous Goods Code	Ships Safety Act	Act on the Arrival and Departure of Ships	<ul style="list-style-type: none"> <li>• Safety Control of Dangerous Substances Act</li> <li>• Toxic Chemicals Control Act</li> <li>• High-Pressure Gas Safety Control Act</li> <li>• Nuclear Safety Act</li> <li>• Act on the Safety Management of Guns, Swords, and Explosives</li> </ul>

- ① Transporting DG: IMDG code, Packing, transporting and storing in accordance with the Ships Safety Act
- ② Loading and Unloading at Port Area: Compliance with the Act on the Arrival and Departure of Ships, establishing a self-safety management plan for reporting the import and unloading of dangerous goods, and implementing safety measures
- ③ Storing DG: Dangerous goods brought into the inland area of the port shall be stored, handled, and transported in accordance with domestic laws under the jurisdiction of each substance



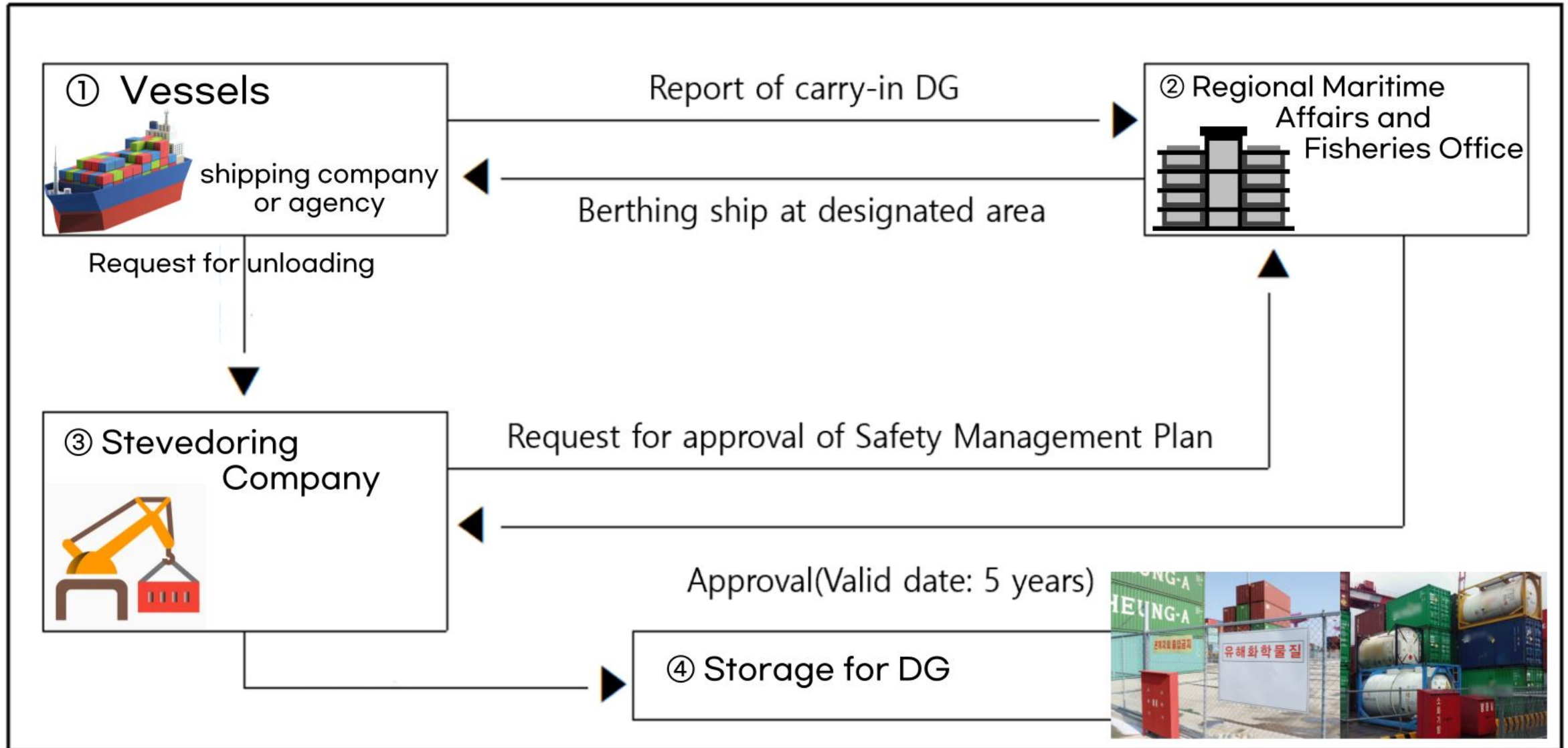
# Safety Management of Loading and Unloading DG according to Ship Entry and Departure Act

- (Carry-in Report) Report to the head of the Regional Maritime Affairs and Fisheries Office 24 hours before carrying in
  - \* Explosives, infectious, and radioactive substances can be restricted
- (Unloading Dangerous Goods) Logistic companies establish their own safety management plans and implement safety measures for handling dangerous goods Location of safety managers, installation of fire extinguishing equipment and access control, securing means of communication, etc

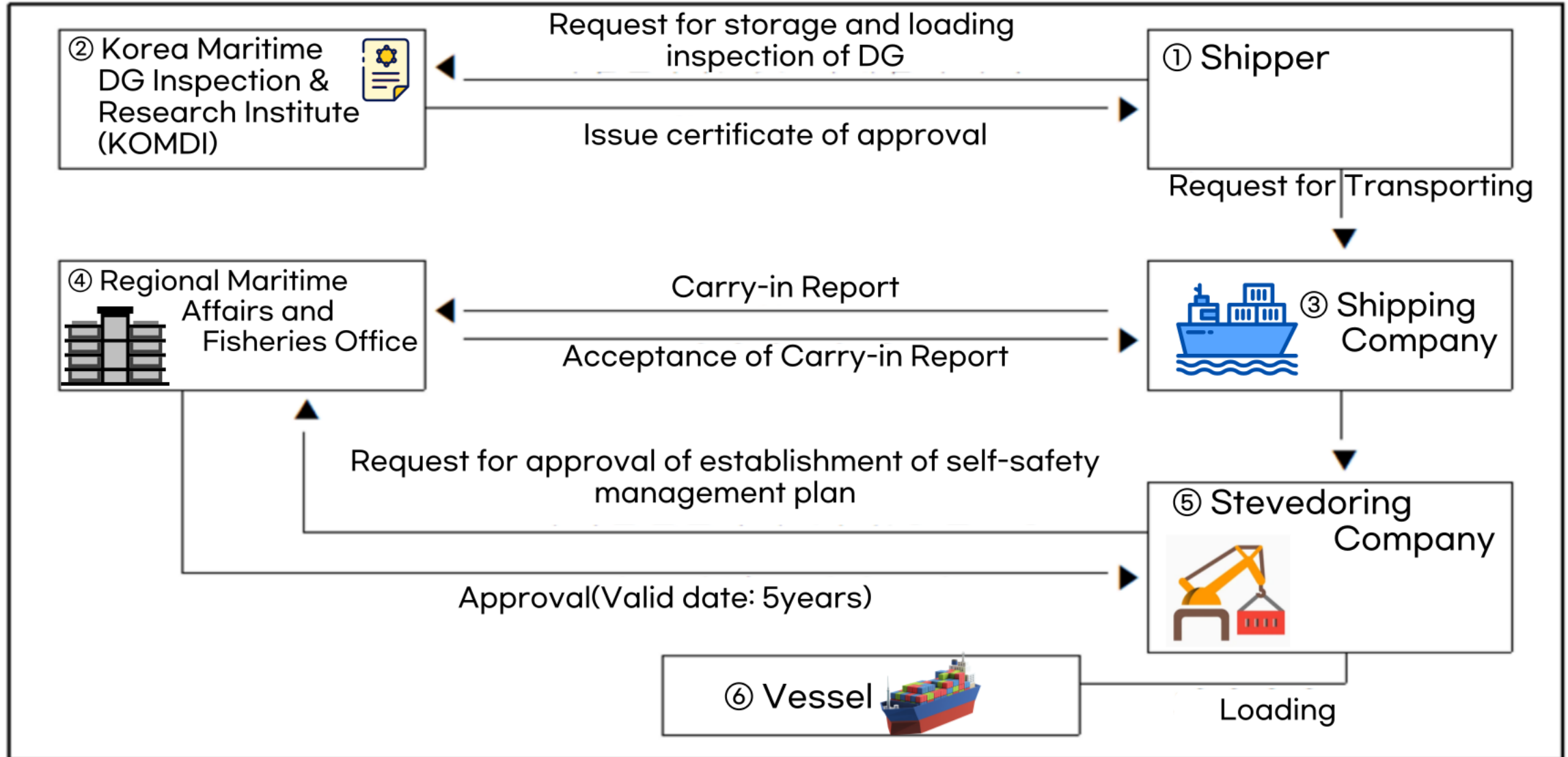




# The procedure for bringing dangerous goods into the port by shipping(import)



# The procedure for bringing dangerous goods into the port by land(export)



## <Current Affairs on DG in Korea>



- Implementing and operating Container Inspection Program(CIP) System  
: Safety inspections are conducted at the container yards before importing dangerous goods from around the world by shipping prior to distributing to Korea by roads, railways, etc



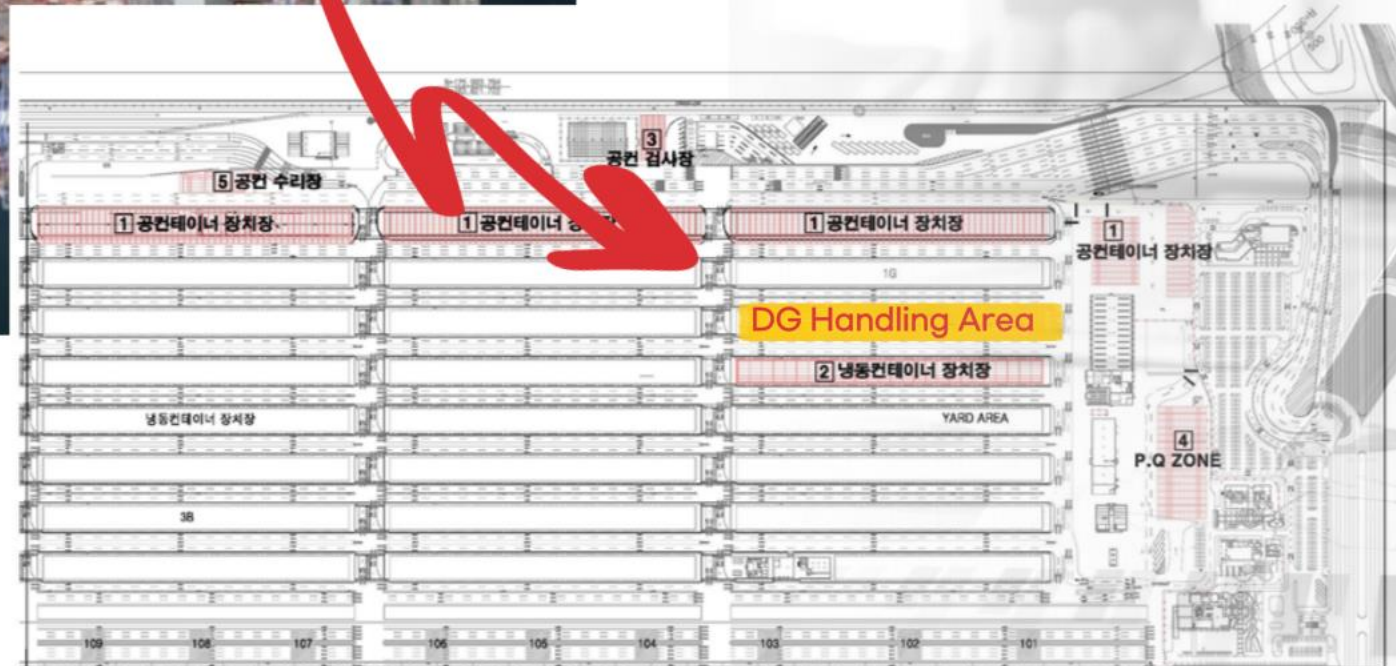
- Amendments to the Shipping Standards for DG  
→ Obligation for Reporting Unreported DG on Board

A chemical explosion occurred on a containership at the port of Laem Cha bang in Thailand in 2019. The blast and fire caused significant damage to Korea Marine Transport Co. Ltd.'s containership and to a berth at the port.

*With this revision, legal devices are in place to prevent accidents caused by unreported dangerous goods and to prevent false reports by shippers.*



## <DG Handling Area in Busan New Port in Korea>





# IPDCP

International Port Development  
Cooperation Program



Ministry of Oceans  
and Fisheries(MOF)

**Support(granted)**  
**Feasibility Study(F/S)**  
**Master Plan(M/P)**



Partner Countries

- 1 IPDCP launched in 2008 to contribute to supporting the port developments in partner countries and eventually to be conducive to their economic development.
- 2 IPDCP is MOF's grant program to provide partner countries with feasibility study(F/S) or master plan(M/P) for port development projects.
- 3 However, IPDCP is bound to procure only Korean engineering consultants to undertake feasibility study or master plan for port development projects.
- 4 Available amount of IPDCP for partner countries is ranged from US \$0.6 to \$0.8 million for one project.
- 5 IPDCP supports not only seaports but also waterway, fishery port, dry ports for landlocked states.





IPDCP

# Project Procedure

*: IPDCP process is as follows and its cycle could take three months at the quickest when overall conditions permit*



## Step 1: Proposal

- Official letter(LOI) + Pre-Project Concept Note

Partner country →  
Korean Government



## Step 2: Consultation

- Discussing working scope and roles for each party



## Step 3: Confirmation

- Selecting a Korean consultant
- Sending official letter for notification and confirmation

Korean Government →  
Partner country



## Step 4: Singning MOU

- Official letter(LOI) + Pre-Project Concept Note



## Step 5: Implementing Project

- Conducting M/P and F/S
- Reporting and discussions



# Port Expert Workshop

## Objectives and Output

By providing the training program for port development & management to foreign mid-level government officials from cooperative countries as sociated with port development, this program aims to:

- Promote advanced harbor infrastructure and construction technology in Korea
- Share the participant country's experience in related to port industry sector
- Enhance global networks among the participated countries

## Program Summary

- (Target Country) ROK will conduct a survey on port training needs
- (Period) 2~3 times/year (5 days per program)
  - \* The details of the program (schedule, period and etc.) are subject to change
- (Main Contents) Korean ports and harbor policies and development, port policy implication, etc.
  - \* Reflecting the result of the demand survey, the program could be adjusted
- (Program Structure) Lecture, seminar, harbor site visit, cultural experience, BIZ meeting, etc.
- (Support) Airfare, accommodation, meals, transportation, education fee, and daily expenditure (fully supported by Ministry of Oceans and Fisheries of ROK).





thank  
you