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THE MERCHANT SHIPPING ACT,
(CAP. 165)

REGULATIONS

(Made under section 376)

THE MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION) REGULATIONS, 2024

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THE MERCHANT SHIPPING ACT,
(CAP. 165)

REGULATIONS

(Made under section 376)

THE MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION)
REGULATIONS, 2024

PART I
PRELIMINARY PROVISIONS

- Citation **1.** These Regulations may be cited as the Merchant Shipping (Prevention of Oil Pollution) Regulations, 2024.
- Application **2.**-(1) These Regulations shall apply to-
- (a) implementation of Annex I of the International Convention for the Prevention of Pollution from ships, 1973, as modified by the Protocol of 1978 relating thereto;
 - (b) all Tanzanian ships, wherever they may be; and
 - (c) all other ships while they are within Tanzanian waters.
- (2)** These Regulations shall not apply to-
- (a) warship;
 - (b) naval auxiliary ship; and
 - (c) any other ship owned or operated by a State and used, for the time being, only on Government non-commercial service.
- Interpretation **3.**-(1) In these Regulations, unless the context

otherwise requires-

“IOPP Certificate” means an International Oil Pollution Prevention Certificate issued under regulation 11;

“TZOPP Certificate” means a Tanzania Oil Pollution Prevention Certificate issued by a Certifying Authority in accordance with these Regulations;

“Antarctic area” means the sea area south of latitude 60° S;

“special area” means a special area as prescribed in regulation 1.11 of Annex I;

“segregated ballast” means the ballast water introduced into a tank which is completely separated from the cargo oil and oil fuel system and which is permanently allocated to the carriage of ballast or cargoes other than oil or noxious liquid substances;

“clean ballast” means the ballast in a tank which since oil was last carried therein, has been so cleaned that effluent therefrom if it were discharged from a ship which is stationary into clean calm water on a clear day would not produce visible traces of oil on the surface of the water or on adjoining shorelines or cause a sludge or emulsion to be deposited beneath the surface of the water or upon adjoining shorelines or if the ballast is discharged through an oil discharge monitoring and control system approved by the Administration, evidence based on such a system to the effect that the oil content of the effluent did not exceed 15 parts per million shall be determinative that the ballast is clean, notwithstanding the presence of visible traces;

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“GT” means a Gross Tonnage of a ship determined in accordance with the Merchant Shipping (Tonnage) Regulations;

“IMO” shall have the meaning ascribed to it under the Act;

“Polar Code” means the International Code for Ships Operating in Polar Waters, consisting of an

introduction, parts I-A and II-A and parts I-B and II-B as adopted by IMO Resolutions MSC.385(94) and MEPC.264(68);

“RO Code” means the Code for Recognised Organisations adopted by IMO Resolution MEPC.237(65) and incorporated by way of Resolution MEPC.238(65);

“Annex I” means Annex I to the International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto;

“noxious liquid substance” means any substance indicated in the Pollution Category column of chapter 17 or 18 of the International Bulk Chemical Code or provisionally assessed under the provision of regulation 6.3 of Annex II of the Convention as falling into category X, Y or Z;

“ from the nearest land” means the baseline from which the territorial sea of the territory in question is established in accordance with international law, except that, for the purpose of the Convention "from the nearest land" off the north-eastern coast of Australia shall mean from a line drawn from a point on the coast of Australia in latitude 11°00' S, longitude 142°08' E to a point in latitude 10°35' S, longitude 141°55' E, thence to a point latitude 10°00' S, longitude 142°00' E, thence to a point latitude 9°10' S, longitude 143°52' E, thence to a point latitude 9°00' S, longitude 144°30' E, thence to a point latitude 10°41' S, longitude 145°00' E, thence to a point latitude 13°00' S, longitude 145°00' E, thence to a point latitude 15°00' S, longitude 146°00' E, thence to a point latitude 17°30' S, longitude 147°00' E, thence to a point latitude 21°00' S, longitude 152°55' E, thence to a point latitude 24°30' S, longitude 154°00' E, thence to a point on the coast of Australia in latitude

24°42' S, longitude 153°15' E.

“oil residue” means the residual waste oil products generated during the normal operation of a ship such as those resulting from the purification of fuel or lubricating oil for main or auxiliary machinery, separated waste oil from oil filtering equipment, waste oil collected in drip trays, and waste hydraulic and lubricating oils;

“oil” shall have the meaning ascribed to it under the Act;

“crude oil” means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation and includes:

- (a) crude oil from which certain distillate fractions may have been removed; and
- (b) crude oil to which certain distillate fractions may have been added;

“Arctic waters” means waters located north of a line from the latitude 58°00'.0 N and longitude 042°00'.0 W to latitude 64°37'.0 N, longitude 035°27'.0 W and thence by a rhumb line to latitude 67°03'.9 N, longitude 026°33'.4 W and thence by a rhumb line to the latitude 70°49'.56 N and longitude 008°59'.61 W (Sørkapp, Jan Mayen) and by the southern shore of Jan Mayen to 73°31'.6 N and 019°01'.0 E by the Island of Bjørnøya, and thence by a great circle line to the latitude 68°38'.29 N and longitude 043°23'.08 E (Cap Kanin Nos) and hence by the northern shore of the Asian Continent eastward to the Bering Strait and thence from the Bering Strait westward to latitude 60° N as far as Il'pyrskiy and following the 60° North parallel eastward as far as and including Etolin Strait and thence by the northern shore of the North American continent as far south as latitude 60° N and thence eastward along parallel of latitude 60° N, to

longitude 056°37'.1 W and thence to the latitude 58°00'.0 N, longitude 042°00'.0 W;

“polar waters” means Arctic waters or the Antarctic area, as defined in paragraphs 2 to 4 of regulation 1 of Chapter XIV (XIV/1.2 to XIV/1.4) of SOLAS;

“Tanzanian waters” means the sea or other waters within the seaward limits of the territorial sea of Tanzania;

“controlled waters” means the areas of sea waters within which the jurisdiction and rights of the United Republic are exercisable in accordance with part XII of the 1982 United Nations Convention of the Law of the Sea or in its acronym UNCLOS;

“nautical mile” means an international nautical mile of 1,852 metres;

“Certifying Authority” means the Corporation or any person or organisation authorised by the Minister to exercise mandate as provided under these Regulations;

“oily mixture” shall have the meaning ascribed to it under the Act;

“ship” shall have the meaning ascribed to it under the Act;

“oil tanker” shall have the meaning ascribed to it under the Act;

“Oil tanker delivered after 1st June 1982” means an oil tanker-

- (a) which the building contract is placed after 1st June 1979;
- (b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 1st January 1980;
- (c) the delivery of which is after 1st June 1982; or
- (d) which has undergone a major conversion-
 - (i) for which the contract is placed after 1st June 1979;
 - (ii) in the absence of a contract, the

construction work which begun after 1st January 1980; or

(iii) which is completed after 1st June 1982.

“ship delivered after 31st December 1979” means a ship-

(a) for which the building contract is placed after 31st December 1975;

(b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 30th June 1976;

(c) the delivery of which is after 31st December 1979; or

(d) which has undergone a major conversion-

(i) for which the contract is placed after 31st December 1975;

(ii) in the absence of a contract, the construction work of which is begun after 30th June 1976; or

(iii) which is completed after 31st December 1979.

“ship delivered on or before 31th December 1979” means a ship-

(a) for which the building contract is placed on or before 31st December 1975;

(b) in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction on or before 30th June 1976;

(c) the delivery of which is on or before 31st December 1979; or

(d) which has undergone a major conversion-

(i) for which the contract is placed on or before 31st December 1975;

(ii) in the absence of a contract, the construction work of which is begun on or before 30th June 1976; or

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(iii) which is completed on or before
31 December 1979.

“Tanzanian ship” means a ship registered or licensed under
the provisions of the Act at a port in the United
Republic;

“surveyor” shall have the meaning ascribed to it under the
Act;

“Convention” means the International Convention for the
Prevention of Pollution from Ships 1973, as
modified by the Protocol of 1978 relating thereto;

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“Registrar” means the Registrar appointed under section 31
of the Tanzania Shipping Agencies Act;

“flag state” in relation to a ship, means the State whose flag
a ship is entitled to fly;

“Contracting State” means a State which has consented to
be bound by the Convention;

“short voyage” means a voyage which-

(a) does not exceed 1,000 nautical miles between
the last port of call in the country in which the
voyage begins and the last port of call in the
voyage before beginning any return voyage; and

(b) on any return voyage does not exceed 1,000
nautical miles between the port of call in which
the ship begins its return voyage and the first
port of call in the country in which the voyage
began,

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“Act” means the Merchant Shipping Act;

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“Corporation” means the Tanzania Shipping Agencies
Corporation established under section 4 of the
Tanzania Shipping Agencies Act;

“tank” means an enclosed space which is formed by the
permanent structure of a ship and which is designed
for the carriage of liquid in bulk;

“anniversary date” means the day and the month of each
year, which will correspond to the date of expiry of

the International Oil Pollution Prevention Certificate;

“direct replacement” means direct replacement of equipment and fittings with equipment and fittings that conform with the requirements under Annex I which apply to a particular ship;

“annual survey” means a survey as prescribed in regulation 6.1.4 of Annex I;

“additional survey” means a survey as prescribed in regulation 6.1.5 of Annex I;

“Administration” means in respect-

(a) to operation of a ship the government of the state under whose authority the ship is operating;

(b) to a ship entitled to fly a flag of any state, is the government of that state; and

(c) to fixed or floating platform engaged in exploration and exploitation of the sea-bed and subsoil thereof adjacent to the coast over which the coastal State exercises sovereign rights for the purposes of exploration and exploitation of their natural resources is the government of the coastal state concern;

“discharge” in relation to harmful substances or effluents containing such substances, means any release howsoever caused from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying;

“offshore installation” means any fixed or floating installation structure engaged in gas, oil exploration, production activities and loading or unloading of oil;

“Deadweight” means the difference in tonnes between the displacement of a ship in water of a relative density of 1.025 at the load waterline corresponding to the

assigned summer freeboard and the lightweight of the ship; and

“filtering equipment” means filters or any combination of separators and filters which are designed to produce effluent containing not more than 15 parts per million of oil.

PART II
REFERENCE AND EXEMPTION

Ambulatory
reference

4.-(1) Any reference in these Regulations to a specific provision in the Convention, an Annex of that Convention, the Polar Code or the RO Code is to be construed as-

(a) a reference to the provision in that instrument as may be modified; and

(b) if the instrument is replaced by another instrument, as a reference to the provision in that other instrument.

(2) For the purpose of subregulation (1)-

(a) the Convention is modified if omissions, additions or other alterations to the text take effect in accordance with article 16 of the Convention;

(b) the Polar Code is modified if-

(i) amendments to the Introduction and Chapter 2 of Part II-A of that Code are adopted, brought into force and take effect in accordance with article 16 of the Convention as applicable to amendments to an Annex to that Convention; and

(ii) amendments to Part II-B of that Code are adopted by the Marine Environment Protection Committee of the IMO in

accordance with the rules of procedure which apply to that Committee;

- (c) RO Code are modified if omissions, additions or other alterations to the text take effect in accordance with Article 16 of the Convention.

(3) A modification or replacement under subregulation (2), shall have effect from the time of such modification or replacement comes into force in accordance with Article 16(8) of the Convention.

Compliance with survey and certification requirements

5. A ship shall not be enabled to proceed, or attempt to proceed to sea or if it is already at sea, to remain at sea, unless the following requirements are met:

- (a) a ship is surveyed in accordance with the requirements of these Regulations; and
(b) a ship is the subject of a valid IOPP Certificate or, in the case of a ship not engaged in international voyages, a TZOPP Certificate.

Exemptions

6.-(1) Notwithstanding the provisions of regulation 5, the Minister may, having regard to the service for which a ship is intended, exempt that ship from survey and certification requirements where he is satisfied that the construction and equipment of any ship provides equivalent protection from pollution by oil.

(2) The particulars of any exemption granted under subregulation (1) shall be indicated in the IOPP or TZOPP certificate issued under regulation 11 or 12.

(3) The Minister may exempt a ship or any description of a ship from any requirement of these Regulations.

(4) An exemption by the Minister shall be-

- (a) valid where it is issued in writing under his hand;
(b) given subject to such conditions and limitations

as the Registrar may specify; and

(5) Exemption given under this regulation may be altered or cancelled by a notice given in writing by the Minister.

Equivalents

7.-(1) Subject to subregulation (2), any fitting, material, appliance or apparatus may be fitted in a ship as an alternative to that which complies with Annex I if it has been approved by the Corporation, where-

- (a) the owner or master of the ship has made an application to the Corporation for permission to fit the fitting, material, appliance or apparatus to the ship;
- (b) a surveyor-
 - (i) is satisfied that the fitting, material, appliance or apparatus is at least as effective as that required by Annex I; and
 - (ii) has endorsed the application to the Corporation to that effect; and
- (c) the fitting, material, appliance or apparatus is fitted to the ship in accordance with any condition or limitation set out in the approval and is used or operated in accordance with any such conditions or limitations.

(2) The substitution of operational methods to control the discharge of oil as being equivalent to the design and construction features prescribed under these Regulations shall not be permitted.

Certifying
Authorities

8. The Certifying Authority shall perform its functions in accordance with-

- (a) the Convention; and
- (b) the RO Code.

PART III

SURVEYS, CERTIFICATES AND OIL RECORD BOOK

Surveys

9.-(1) A Tanzanian oil tanker of 150 GT and above and a Tanzanian ship of 400 GT and above which is not an oil tanker shall-

- (a) where a ship engages in international voyages, be subjected to the surveys described in subregulation (2); and
- (b) where a ship does not engage in international voyages be subjected to the surveys described in subregulation (2)(a) and (b);
- (2) The surveys of a ship shall be-
 - (a) an initial survey which shall be completed before a ship is put in service or before an IOPP or TZOPP Certificate is first issued in respect of that ship and shall include a complete survey of its structure, equipment, systems, fittings, arrangements and material of a ship;
 - (b) a renewal survey which shall be completed within five years of the issue of an IOPP or TZOPP certificate and at intervals not exceeding five years thereafter, to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with applicable requirements;
 - (c) an intermediate survey which shall be completed within three months before or after-
 - (i) the second anniversary date of the issue of an IOPP certificate; or
 - (ii) the third anniversary date of the issue of an IOPP certificate;
 - (d) an annual survey which shall be completed within three months before or after the anniversary date of the issue of an IOPP certificate, except where an intermediate survey

described in paragraph (c) has been completed within that period; and

(e) an additional survey either general or partial, which shall be undertaken-

(i) after a repair resulting from investigations prescribed in regulation 10(2); or

(ii) when an important repair or renewal is made to the ship.

(3) For the purpose of subregulation (2)(e)(ii) an important repair or renewal is a repair or renewal which is required to be effected in order to-

(a) address a defect which substantially affects the integrity of the ship or the efficiency or completeness of the equipment of the ship; or

(b) ensure compliance with the requirements of Annex I.

(4) In the case of a dispute as to whether a repair or renewal effected or intended to be effected in respect of a ship is an important repair or renewal for the purposes of subregulation (2)(e)(ii), the owner or master of a ship may serve a written request to the Corporation seeking advice.

(5) A repair or renewal shall be regarded as not being an important repair or renewal for those purposes until the Corporation advises to the contrary within 21 days of receipt of a request under subregulation (4).

Responsibilities of owner and master

10-(1) The owner and master of a ship shall ensure that-

(a) the ship, in all respects, remain fit to proceed to sea without presenting an unreasonable threat of harm to the marine environment;

(b) the condition of the ship and its equipment is

maintained to conform the requirements of Annex I.

- (c) After completion of any survey described in regulation 9, no change is made in the structure, equipment, systems, fittings, arrangements or material subject to that survey, except by direct replacement, without the approval of-
 - (i) the Certifying Authority; or
 - (ii) the Administration of the Convention Country which carried out the survey in respect of that ship.
- (d) Where an accident occurs or a defect is discovered in a ship that substantially affects the integrity of the ship or the efficiency or completeness of the equipment of the ship as required under these Regulations-
 - (i) the accident or defect is reported at the earliest opportunity to the Certifying Authority that issued the IOPP or TZOPP certificate in respect of that ship;
 - (ii) in the case of a Tanzanian ship which is in a port outside the United Republic the accident or defect is reported at the earliest opportunity to the appropriate maritime authorities in the country in which the port is situated; and
 - (iii) if the ship is a non-Tanzanian ship in a port within the United Republic, the accident or defect is reported to the Certifying Authority.

(2) Where an accident or defect is reported to a Certifying Authority in accordance with subregulation (1)(d) (i), that Certifying Authority shall-

- (a) cause an investigation to be initiated to determine whether or not an additional survey and any repair is necessary;
- (b) if it considers that an additional survey or repair is necessary, cause that survey or repair to be carried out; and
- (c) where the ship in question is in a port outside the United Republic, take all appropriate steps to ascertain that the requirement in subregulation(1)(d)(ii) has been complied with.

Issues or endorsement of IOPP Certificates

11.-(1) This regulation shall apply to-

- (a) an oil tanker of 150 GT and above; and
- (b) a ship of 400 GT and above which is not an oil tanker,

which is engaged in international voyages.

(2) Certifying Authority shall, where is satisfied that after completion of an initial or renewal survey-

- (a) payment of any fee due under the Merchant Shipping (Fees) Regulations, has been made; and
- (b) the requirements of Annex I have been complied with,

issue an IOPP Certificate in respect of any ship described in subregulation (1)

(3) Where a Certifying Authority is satisfied that, following completion of an intermediate or annual survey, the requirements of Annex I have been complied with, shall endorse the IOPP Certificate in respect of that ship to that effect.

(4) The Certifying Authority may request a Contracting State to-

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- (a) survey a ship to which this regulation applies; and
- (b) issue, endorse or authorise the issuance or endorsement of an IOPP Certificate in respect of that ship, in accordance with the requirements of Annex I, if the Contracting State is satisfied that the ship complies with the relevant requirements of Annex I.

(5) The Certifying Authority may, at the request of the Administration of a Convention Country, carry out a survey of a ship registered in that Country and if satisfied that the requirements of Annex I are complied with-

- (a) issue an IOPP Certificate in respect of that ship; or
- (b) endorse such a certificate in accordance with the requirements of Annex I.

(6) The Certifying Authority shall, as soon as possible after issuing or endorsing a certificate under subregulation (5), send to the requesting Administration-

- (a) a copy of a certificate issued or endorsed; and
- (b) a copy of the corresponding survey report.

(7) A certificate issued or endorsed shall-

- (a) include a statement to the effect that it has been issued or endorsed at the request of the Administration of a Convention Country; and
- (b) have the same force and receive the same recognition as a certificate issued by the requesting Administration.

(8) An IOPP certificate issued or endorsed in accordance with this regulation shall be in the form prescribed in appendix II to the Annex.

(9) An IOPP Certificate shall not be issued in respect of a ship entitled to fly the flag of a State which is not a Convention Country.

Issues of
TZOPP
certificates

12.-(1) This regulation shall apply to:

(a) an oil tanker of 150 GT and above; and

(b) a ship of 400 GT and above which is not an oil tanker,

which is not engaged in international voyages.

(2) Certifying Authority shall, where is satisfied that after completion of an initial or renewal survey-

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(a) payment of any fee due under the Merchant Shipping (Fees) Regulations 2019, has been made; and

(b) the requirements of Annex I are being complied with,

issue a TZOPP Certificate in respect of any ship described in subregulation (1)

(3) A TZOPP certificate issued under this regulation shall be in the form prescribed in the First Schedule.

Duration and
validity of
certificates

13.-(1) Subject to subregulations (2) to (6), an IOPP or TZOPP Certificate shall be issued for a period specified by the Certifying Authority which shall not exceed five years.

(2) Where a renewal survey is completed within a period of three months before the date of expiry of an IOPP or TZOPP Certificate, the new certificate shall be valid for five years from the date of expiry of the existing certificate.

(3) Where a renewal survey is completed after the date on which an IOPP or TZOPP certificate expires, the new certificate shall be valid from the date of completion of the renewal survey for a period not exceeding five years from the date of expiry of the IOPP or TZOPP certificate.

(4) When a renewal survey is completed more than three months before the expiry date of an IOPP or TZOPP certificate, the new certificate shall be valid from the date of completion of the renewal survey for a period not exceeding five years from that date.

(5) In special circumstances, as determined by the Certifying Authority, a new certificate may not be dated from the date of expiry of the IOPP or TZOPP certificate and shall be valid for a period not exceeding five years from the date of completion of the renewal survey.

(6) Where an intermediate or annual survey is completed before the period prescribed in regulation 9(2)(c) or (d) of these Regulations-

- (a) the anniversary date shown on the IOPP certificate shall be amended by endorsement to a date not more than three months later than the date on which the survey was completed;
- (b) the subsequent intermediate or annual survey shall be completed at the intervals prescribed in regulation 9(2)(c) or (d) of these Regulations using the anniversary date as amended in accordance with paragraph (a); and
- (c) the expiry date of the IOPP certificate may remain unchanged provided one or more intermediate or annual surveys, as the case may be, are completed and the maximum intervals between surveys as prescribed in regulation 9(2) of these Regulations are not exceeded.

(7) An IOPP or TZOPP certificate ceases to be valid-

- (a) where relevant surveys are not completed within the periods prescribed in regulation 9(2) of these Regulations;
- (b) where the IOPP certificate is not endorsed following an intermediate or annual survey; or
- (c) upon transfer of the ship to the flag of another State.

Extension of
validity of
certificate

14.-(1) Where an IOPP certificate is issued for a period of less than five years, the Certifying Authority

which issued the certificate may extend the period of validity of that certificate to a maximum of five years provided that annual and intermediate surveys have been completed as appropriate.

(2) Where a renewal survey has been completed, but the IOPP or TZOPP certificate in respect of that survey cannot be issued or placed on board the ship before the date on which the existing certificate is due to expire, the Certifying Authority may endorse the existing certificate as being valid for a period not exceeding five months from the date on which that existing certificate is due to expire.

(3) Where-

(a) a renewal survey has not been completed before the date on which an IOPP or TZOPP certificate expires; and

(b) on the date of expiry, the ship is not in the port in which the survey is due to be carried out,

the Certifying Authority that issued the existing IOPP or TZOPP certificate may extend the period of validity of that certificate for a period not exceeding three months if it appears to the Certifying Authority that it is proper and reasonable to do so solely for the purpose of enabling the ship to complete the voyage to its port of survey.

(4) A ship in respect of which a certificate has been extended under subregulation (3) shall not, following its arrival in the port in which it is to be surveyed, be enabled by virtue of that extension to leave that port before a new certificate is issued.

(5) Where no other extension has been granted under this regulation, the Certifying Authority which issued an IOPP or TZOPP certificate in respect of a ship used solely on short voyages may extend the validity of that certificate for a period not exceeding one month from the date of expiry.

(6) An extension of validity under subregulation (3)

shall be disregarded for the purposes of determining the date of expiry of an existing IOPP or TZOPP certificate under regulation 13(2) or (3).

(7) Subject to subregulation (8), a certificate issued following a renewal survey which is completed-

- (a) after the expiry of an IOPP or TZOPP certificate; or
- (b) during the period of an extension granted under subregulation (3);

may be valid for a period not exceeding five years from the date of completion of that renewal survey.

(8) The owner of the ship shall-

- (a) submits a request to the Certifying Authority for the new period of certification to begin on the date of the completion of the relevant renewal survey;
- (b) satisfies the Certifying Authority that the owner is justified in making such a request; and
- (c) complies with any reasonable additional survey requirements which the Certifying Authority may impose.

Miscellaneous provisions relating to certificates

15.-(1) Where the Registrar has reasonable ground to believe that-

- (a) the certificate was issued on false or erroneous information; or
- (b) since the completion of any survey required by these Regulations, the equipment or machinery of the ship has sustained damage or is otherwise deficient,

may cancel an IOPP or TZOPP certificate issued in respect of a Tanzanian ship.

(2) The Registrar may require that, an IOPP or TZOPP certificate issued in respect of a Tanzanian ship, and which has expired or which has been cancelled, be

surrendered to him.

(3) In relation to a Tanzanian ship, a person shall not-

- (a) intentionally alter an IOPP or TZOPP certificate;
- (b) intentionally make a false IOPP or TZOPP certificate;
- (c) knowingly or recklessly provide false information in connection with a survey required under these Regulations;
- (d) with intent to deceive, use, lend, or allow to be used by another, an IOPP or TZOPP certificate; or
- (e) fail to surrender an IOPP or TZOPP certificate where required to do so under subregulation (2);

(4) The owner and master of a Tanzanian ship in respect of which an IOPP or TZOPP certificate has been issued shall ensure that the certificate is readily available onboard the ship for inspection at all times.

Procedure to be adopted when a ship is deficient

16.-(1) Certifying Authority shall, where determines that the condition of a Tanzanian ship or its equipment-

- (a) does not correspond with the particulars of the IOPP or TZOPP certificate issued in respect of that ship; or
- (b) is not fit to proceed to sea without presenting unreasonable threat of harm to the marine environment,

inform the owner or master of the corrective action which is to be taken.

(2) Where the corrective action required under subregulation (1) is not taken within the period specified, the Certifying Authority shall withdraw the IOPP or TZOPP Certificate in respect of that ship and immediately notify owner or master of the ship.

(3) Where subregulation (2) applies in respect of a ship which is in a port of a Convention Country, the Certifying Authority shall also notify the appropriate authorities of the country in which the port is situated.

(4) Where a ship of a Convention Country other than the United Republic is in a port within the United Republic, and the Certifying Authority other than the Corporation determines that it is necessary to withdraw the IOPP Certificate in respect of that ship, the Certifying Authority shall notify the Corporation.

(5) Where notification has been received under subregulation (4), the Corporation shall take such steps as are necessary to ensure that the ship will not sail until it can proceed to sea, or leave the port for the purposes of proceeding to the nearest appropriate repair yard, without presenting an unreasonable threat of harm to the marine environment.

Prohibition
on non-
Tanzanian
ships
proceeding to
sea without
IOPP
certificate

17. A non -Tanzanian ship which, by virtue of regulation 11, is required to be issued with an IOPP Certificate shall not be allowed to proceed to sea from a port in the United Republic, unless-

- (a) a Contracting State has issued, and where appropriate endorsed, an IOPP certificate in respect of that ship;
- (b) the Government of a State which is not a Contracting State has issued and where appropriate endorsed an IOPP certificate in respect of that ship which is deemed by the Certifying Authority to have the same force as a certificate issued in accordance with the requirements of Annex I and that endorsement is still valid;
- (c) a surveyor of ships-
 - (i) has carried out a survey of the ship as if

- regulation 9(2)(a) of these Regulations applied to that ship; and
- (ii) is satisfied that the ship can proceed to sea without presenting an unreasonable threat of harm to the marine environment; or
- (d) a person having power to detain the ship-
 - (i) is satisfied that the ship can proceed to sea for the purpose of proceeding to the nearest appropriate repair yard without presenting an unreasonable threat of harm to the marine environment; and
 - (ii) has permitted the ship to proceed.

Oil Record Book

18.-(1) Every-

- (a) oil tanker of 150 GT and above; and
- (b) ship of 400 GT and above other than an oil tanker,

shall be provided with an Oil Record Book Part I relating to machinery space operations.

(2) Every oil tanker of 150 GT and above shall be provided with an Oil Record Book Part II relating to cargo and ballast operations.

(3) The Oil Record Books referred to in subregulations (1) and (2) shall be in the form prescribed in the Second Schedule.

(4) The relevant Part of the Oil Record Book shall be completed as follows:

- (a) Part I shall be completed, on a tank-to-tank basis and where any of the following machinery space operations take place in the ship shall be included:
 - (i) ballasting or cleaning of oil tanks;
 - (ii) discharge of dirty ballast or cleaning water from oil fuel tanks;
 - (iii) collection and disposal of oil residues

- including oil residue sludge;
 - (iv) discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces; and
 - (v) bunkering of fuel or bulk lubricating oil; and
- (b) Part II shall be completed, on a tank-to-tank basis and where any of the following cargo or ballast operations take place in the ship shall be included:
- (i) loading of oil cargo
 - (ii) internal transfer of oil cargo during voyage;
 - (iii) unloading of oil cargo;
 - (iv) ballasting of cargo tanks and dedicated clean ballast tanks;
 - (v) cleaning of cargo tanks including crude oil washing;
 - (vi) discharge of ballast except from segregated ballast tanks;
 - (vii) discharge of water from slop tanks;
 - (viii) closing of all applicable valves or similar devices after slop tank discharge operations;
 - (ix) disposal of residues; and
 - (x) for oil tanker less 150 GT referred to in regulation 34.6 of Annex I, the total quantity of oil and water used for washing and returned to a storage tank.

(5) In the event of a discharge of oil or oily mixture as referred to in regulation 17.3 or 36.4 of Annex I, or in the event of accidental or other exceptional discharge of oil not exempted by those regulations, a record shall be made in that part of the Oil Record Book which is relevant to the source of the discharge about the circumstances of, and the

reasons for, the discharge.

(6) An operation referred to in subregulation (4) shall be fully recorded without delay in the Oil Record Book and all entries in the book appropriate to that operation be completed in English language and where the entries are made in the common language of the ship other than English, the entries in that language shall prevail in case of a dispute or discrepancy.

(7) The entry in the Oil Record Book for the operation shall be signed-off by the officer or officers in charge of that operation, and each completed page be signed by the master.

(8) A failure of the-

(a) oil filtering equipments shall be recorded in the Oil Record Book Part I; and

(b) oil discharge monitoring and control system shall be recorded in the Oil Record Book Part II.

(9) An Oil Record Book shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, be kept on board the ship.

(10) An Oil Record Book shall be preserved for a period of three years after the last entry for the book has been made.

(11) A person authorised by the Certifying Authority, may-

(a). inspect the Oil Record Book on board a ship which is in a port or offshore terminal;

(b). make a copy of any entry in the Oil Record Book; and

(c). require the master of the ship to certify that the copy is a true copy of any such entry.

(12) A copy of an entry described in subregulation (11)(c) is admissible in any judicial proceedings as evidence of the facts stated in that entry.

(13) The inspection of an Oil Record Book and the taking of a certified copy of any entry as described in subregulation (11) shall be performed without causing the ship to be unduly delayed.

PART IV
REQUIREMENTS FOR CONTROL OF OPERATIONAL
POLLUTION AND CONTROL OF DISCHARGE OF OIL

General
exemptions

19. Regulations 22 and 23 and the prohibition of discharge into the sea of oil or oily mixtures in Arctic waters described under paragraph 1.1.1 of part II-A of the Polar Code shall not apply to-

- (a) the discharge into the sea of oil or oily mixture necessary for the purpose of securing the safety of a ship or saving life at sea;
- (b) the discharge, other than a discharge from an exempted ship, into the sea of oil or oil mixture resulting from damage to a ship or its equipment:
provided that-
 - (i) all reasonable precautions were taken after the occurrence of the damage, or the discovery of the discharge, to prevent or minimise that discharge; and
 - (ii) the owner or the master did not act either with intent to cause damage, or recklessly and with knowledge that damage would probably result; or
- (c) any approved discharge into the sea of substances containing oil which is being used for the purpose of combating specific pollution incidents in order to minimise the damage from pollution.

Exemptions
for damage
to a ship or
its equipment
in internal,
controlled or
other waters

20. The provisions of regulations 22 and 23 shall not apply to-

- (a) any discharge of oil or oily mixture from an exempted ship into a part of the sea which is within the Tanzanian waters or its controlled waters which results from damage to a ship or its equipment if:
 - (i) the damage was caused by a person who acted intentionally, recklessly or negligently and was not connected with the exempted ship's business;
 - (ii) all reasonable precautions were taken after the damage, or discovery of the discharge to prevent or minimise the discharge; and
 - (iii) the owner or the master of the excepted ship acted without intent to cause damage or recklessly and knowledge that damage would probably result.
- (b) any discharge of oil or oily mixture from an exempted non-Tanzanian ship into a part of the sea outside Tanzanian waters or its controlled waters which results from damage to a ship or its equipment if-
 - (i) all reasonable precautions were taken after the damage was caused, or discovery of the damage, to prevent or minimize the discharge; or
 - (ii) neither the owner nor the master of the exempted ship acted with intent to cause damage or recklessly and with knowledge that damage would probably result.

Definitions

21. For purposes of these regulations and regulations

for the
purposes of
regulations
19 to 20

19 to 20-

- (a) “exempted ship” means a seagoing vessel of any type operating in the marine environment and includes hydrofoil boats, air-cushion vehicles, submersibles and floating craft but excludes a structure which is a fixed or floating platform;
- (b) a reference to a person connected with a ship’s business includes-
 - (i) a seafarer on the ship;
 - (ii) the master;
 - (iii) the owner;
 - (iv) an owner of a cargo carried on the ship; and
 - (v) a classification society which has issued a class certificate showing that the ship conforms to the class standards stipulated by that society.

Control of
discharge of
oil from
ships

22.-(1) Subject to regulations 19 and 20, the discharge into the sea of oil or oily mixture from the machinery space of any ship is prohibited.

(2) Notwithstanding the provisions of subregulation (1), the discharge of oil into the sea may be allowed to-

- (a) ships of 400 GT and above on a voyage outside special areas save for Arctic waters, where the following conditions are satisfied:
 - (i) the ship is proceeding en route;
 - (ii) the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14.7 of Annex I;
 - (iii) the oil content of the effluent without dilution does not exceed 15 ppm;
 - (iv) the oily mixture does not originate from

cargo pump room bilges on oil tankers;
and

- (v) the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.
- (b) ships of 400 GT and above on a voyage only part of which is in a special area:
- (i) the discharge is made outside of a special area save for Arctic waters; and
 - (ii) the following conditions have been satisfied:
 - (aa) the ship is proceeding in route;
 - (bb) the oily mixture is processed through an oil filtering equipment meeting the requirements of regulation 14 of Annex I;
 - (cc) the oil content of the effluent without dilution does not exceed 15 parts per million;
 - (dd) the oily mixture does not originate from cargo pump room bilges on oil tankers; and
 - (ee) the oily mixture, in case of oil tankers, is not mixed with oil cargo residues.

(3) Subject to regulation 19, the discharge into the sea in the Antarctic area of oil or oily mixtures from any ship is prohibited.

(4). The Registrar shall, so far as practicable on receipt of a report of visible traces of oil observed on or below the surface of the water in the immediate vicinity of a ship or its wake, launch an investigation to determine whether provisions of this regulation have been contravened.

(5) An investigation referred to under subregulation (4) shall in particular include an examination of-

- (a) the wind and sea conditions;
- (b) the track and speed of the ship;
- (c) other possible sources of the visible traces of oil in the relevant vicinity; and
- (d) any relevant oil discharge records.

(6) It is prohibited to discharge into the sea, chemical or other substances in quantities or concentrations which are hazardous to the marine environment.

(7) Oil residues which cannot be discharged into the sea in compliance with this Part shall be retained on board for subsequent discharge to reception facilities.

Control of
discharge of
oil from oil
tankers

23.-(1) Subject to regulations 20 and 21, the discharge into the sea of oil or oily mixtures from the cargo area of an oil tanker is prohibited.

(2) The Provision of subregulation (1), shall not apply-

- (a) in the case of an oil tanker on a voyage outside of a special area except in Arctic waters, where all of the conditions specified below are satisfied;
 - (i) the tanker is not within a special area;
 - (ii) the tanker is more than 50 nautical miles from the nearest land;
 - (iii) the tanker is proceeding en route;
 - (iv) the instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile;
 - (v) the total quantity of oil discharged into the sea does not exceed for tankers delivered on or before 31 December 1979, 1/15000 of the total quantity of the particular cargo of which the residue formed a part, and for tankers delivered after 31 December 1979, 1/30000 of the

total quantity of the particular cargo of which the residue formed a part; and

(vi) the tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by regulations 29 and 31 of Annex I.

(b) where a ship on a voyage only part of which is in a special area and the discharge is made outside of a special area except in Arctic waters

(3) Subject to regulations 19 and 25, any discharge into the sea of oil or oily mixture from the cargo area of an oil tanker is prohibited in a special area.

(4) Subregulations (1) and (3) shall not apply to the discharge of clean ballast or segregated ballast.

(5) This regulation shall not prohibit a ship on a voyage only part of which is in a special area from discharging oil outside the special area.

(6) The requirements of regulations 29, 31 and 32 of Annex I shall not apply to oil tankers of less than 150 GT, for which the control of discharge of oil under this regulation are effected by the retention of oil on board with subsequent discharge of all contaminated washings to reception facilities.

(7) Subject to subregulation (6), the total quantity of oil and water used for washing and returned to a storage tank shall be discharged to reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored to ensure that the provisions of this regulation are complied with.

Special requirements for use or carriage of oils in

24.-(1) Save for vessels engaged in securing the safety of ships, or in a search and rescue operation, the carriage in bulk as cargo or use as ballast or carriage and use as fuel of the following substances is prohibited in the

Antarctic
Area

Antarctic Area:

- (a) crude oils having a density at 15°C higher than 900 kg/m³;
 - (b) oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s; or
 - (c) bitumen, tar and their emulsions.
- (2) When prior operations have included the carriage or use of substances referred to in subregulations (1), the cleaning or flushing of tanks or pipelines is not required.

PART V
MACHINERY SPACES ON SHIPS

Requirements for
Machinery
Spaces on all
Ships

25.-(1) The construction, provision of equipment and operation of the machinery space of any ship to which these Regulations apply shall comply with the requirements prescribed in regulations 12, 12A paragraphs 1 to 11, 13, 14 paragraphs 1, 2, 3, 6, 7 and 16 of Annex I.

(2) Ships of less than 400 GT shall-

- (a) be equipped, so far as practicable, to retain on board oil or oily mixtures for subsequent discharge into reception facilities; or
- (b) discharge such oil or oily mixtures in accordance with regulation 23(2)(d) of these Regulations.

(3) The Corporation may waive the requirements specified under regulation 14.1 and 14.2 of Annex I for:

- (a) any ship engaged exclusively on voyages within special areas or Arctic waters; and
- (b) any ship certified under the International Code for High-Speed Craft or otherwise within the scope of this Code with regard to size and design engaged on a scheduled service with a

turn-around time not exceeding 24 hours, including non-passenger or cargo carrying relocation voyages for these ships,

provided that, the following conditions shall be satisfied-

- (c) the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Corporation, for the total retention on board of the oily bilge water;
- (d) all oily bilge water is retained on board for subsequent discharge to reception facilities;
- (e) the Corporation has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals the ship calls at;
- (f) the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on the voyages within special areas or Arctic waters or has been accepted as a high-speed craft for the purpose of this regulation and the service is identified; and
- (g) the quantity, time, and port of the discharge are recorded in the Oil Record Book Part I.

PART VI OIL TANKERS

Requirements for Cargo Areas of Oil Tankers

26.-(1) The construction, provision of equipment and operation of the cargo area of any oil tanker to which these Regulations apply shall comply with such of the requirements prescribed in regulations 19, 20, and 21, paragraphs 1 to 4 and 6, 21 paragraphs 1 to 4, 22 to 28, 30, and 33 of Annex, as apply in relation to the cargo area of an oil tanker of its size and description.

(2) Regulation 18.6 to 18.8 of Annex I shall not apply to an oil tanker delivered on or before 1st June 1982 in the circumstances described in regulation 2.5 of Annex I.

(3) The Corporation may waive the requirements of regulation 28.6 of Annex I for oil tankers listed in regulation 3.6 of that Annex I, provided that, such tankers are loaded in accordance with conditions approved by the Corporation, taking into account the operational guidance provided in Part 2 of the Guidelines for Verification of Damage Stability Requirement for Tankers (MSC.1/Circ.1461) developed by the IMO.

(4) The entry into a port or offshore terminal within the territorial waters of the United Republic shall be prohibited in respect of a ship operating in accordance with provisions in regulations 20 paragraph 5, 21 paragraph 5 or 6, of Annex I.

(5) The ship-to-ship transfer of heavy grade oil within the territorial waters of the United Republic involving a ship operating in accordance with the provisions referred to under regulation 21, paragraph 5 or 6 of Annex I is prohibited unless it is necessary to secure the safety of a ship or to save life at sea.

Retention of
oil on board

27.-(1) Oil tankers of 150 GT and above shall comply with the requirements of regulations 29, 31 and 32 of Annex I.

(2) subregulation (1) shall not apply to any oil tanker 150 GT and above which is engaged exclusively on voyages of 72 hours or less in duration and within 50 nautical miles of the nearest land:

provided that-

- (a) the oil tanker is engaged exclusively in trade between ports or terminals within the Tanzanian waters;
- (b) all oily mixtures are retained on board the oil

tanker for subsequent discharge into reception facilities; and

- (c) the Corporation has determined that adequate facilities are available to receive such oily mixtures.

(3) Regulations 31 and 32 of Annex I shall not apply to an oil tanker referred to in subregulation (1) which:

- (a) is an oil tanker delivered on or before 1st June 1982 of 40,000 tonnes deadweight or above solely engaged in specified trades as described in regulation 2.5 of Annex I, provided the conditions specified in regulation 2.6 of that Annex are satisfied;

- (b) is engaged exclusively on voyages-

- (i) within special areas;
- (ii) within Arctic waters; or
- (iii) within 50 nautical miles from the nearest land outside special areas or Arctic waters and is engaged in trading between ports or terminals within the Tanzanian waters or restricted voyages of 72 hours or less in duration as determined by the Corporation.

(4) Tankers to which subregulation (3)(b)(iii) apply shall comply with the following conditions:

- (a) all oily mixtures shall be retained on board for subsequent discharge to reception facilities;
- (b) Corporation has determined that adequate reception facilities are available to receive such oily mixtures in the oil loading ports or terminals at which the tanker calls;
- (c) the IOPP or TZOPP Certificate is endorsed to the effect that the ship is engaged exclusively on one or more of the categories of voyage described in subregulation (3)(b); and
- (d) the quantity, time and port of discharge are

recorded in the Oil Record Book.

- (5) In the case of oil tankers of less than 150 GT-
- (a) oil shall be retained on board the ship with subsequent discharge of all contaminated washings to reception facilities; and
 - (b) the total quantity of oil and water used for washing and returned to a storage tank shall be
 - (i) recorded in the Oil Record Book Part II developed by the Corporation for tankers operating in accordance with regulation 24 (6) and (7) of these Regulations; and
 - (ii) discharged into reception facilities unless adequate arrangements are made to ensure that any effluent which is allowed to be discharged into the sea is effectively monitored.

(6) Regulations 29, 31 and 32 of Annex I shall not apply to oil tankers asphalt or other products subject to the provisions of these Regulations. which, through their physical properties, inhibit effective product and water separation and monitoring

(7) Where subregulation (6) applies oil residues shall be retained on board with subsequent discharge of all contaminated washings to reception facilities in order to satisfy the requirements of regulation 24 of these Regulations.

Crude oil
washing
operations

28.-(1)A crude oil tanker of 20,000 tonnes deadweight and above delivered after 1 June 1982, shall be fitted with a cargo tank cleaning system using crude oil washing.

(2) The Corporation shall ensure that cargo tank cleaning system complies with the requirements of this regulation, within one year after the tanker was first engaged in the trade of carrying crude oil or by the end of

the third voyage carrying crude oil suitable for crude oil washing, whichever occurs later.

(3) Crude oil washing installation and associated equipment and arrangements shall comply with the requirements established by the Corporation.

(4) The requirements referred to under subregulation (3) shall contain provisions of the revised Specifications for the design, operation and control of crude oil washing systems adopted by the IMO.

(5) Every crude oil tanker of 40 000 tonnes deadweight and above delivered on or before 1 June 1982, shall be provided with segregated ballast tanks and comply with the requirements of subregulations (8) and (9).

(6) A crude oil tanker referred to under subregulation (5) may, in lieu of being provided with segregated tanks operate with a cargo tank cleaning procedure, use crude oil washing in accordance with this regulation, unless the crude oil tanker is intended to carry crude oil which is not suitable for crude oil washing.

(7) The capacity of the segregated ballast tanks referred to under subregulation (5) shall be determined for the ship to operate safely on ballast voyages without recourse to the use of cargo tanks for water ballast.

(8) The capacity of segregated ballast tanks shall be in the conditions consisting of lightweight plus segregated ballast, the ship's draughts and trim that meet the following requirements.

(a) the moulded draught amidships (dm) in metres (without taking into account any ship's deformation) shall not be less than-

$$d m = 2.0 + 0.02L$$

(b) the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships (dm) as specified in paragraph (a), in association with

the trim by the stern of not greater than 0.015L;
and

(c) in any case the draught at the after perpendicular shall not be less than that which is necessary to obtain full immersion of the propeller(s).

(9) Ballast water shall not be carried in cargo tanks, except-

(a) on those rare voyages when weather conditions are so severe that, in the opinion of the master, it is necessary to carry additional ballast water in cargo tanks for the safety of the ship; and

(b) in exceptional cases where the particular character of the operation of an oil tanker renders it necessary to carry ballast water in excess of the quantity required under subregulation (8):

provided that, such operation of the oil tanker falls under the category of exceptional cases as established by the IMO.

(10) The additional ballast water referred to under subregulation (9)(a) shall be processed and discharged in compliance with regulation 24 of these Regulations and an entry shall be made in the Oil Record Book Part II.

(11) The crude oil tankers, and the additional ballast permitted in subregulation (9)(a) shall be carried in cargo tanks only if such tanks have been crude oil washed before departure from an oil unloading port or terminal.

(12) Notwithstanding the provisions of subregulation (8) the Corporation shall determine the conditions of segregated ballast for oil tankers less than 150 metres in length.

(13) Cargo tanks shall be crude oil washed prior to each ballast voyage in order that, taking into account the tanker's trading pattern and expected weather conditions, ballast water is put only into cargo tanks which have been

crude oil washed.

(14) Sufficient cargo tanks shall be crude oil washed prior to each ballast voyage to ensure that, taking into account the tanker's trading pattern and expected weather conditions, ballast water is put only into cargo tanks which have been crude oil washed.

Operation
and
Equipment
Manual

29.-(1) An oil tanker operating with crude oil washing systems as required by regulation 27, shall be provided with an Operations and Equipment Manual based on the standard format of the Crude Oil Washing Operation and Equipment Manual adopted by the Marine Environment Protection Committee of the IMO, describing the system and equipment in detail and specifying the operational procedures to be followed.

(2) The Operations and Equipment Manual referred to under subregulation (1) shall be approved by the Corporation and contain all the information set out in the requirement referred to in regulation 27 (3).

(3) where any alteration is made to the crude oil washing system the Operations and Equipment Manual shall be revised and approved by the Corporation.

(4) Save for oil tanker carries crude oil which is not suitable for crude oil washing, the oil tanker shall operate the crude oil washing system in accordance with the Operations and Equipment Manual.

Shipboard oil
pollution
emergency
plan

30.-(1) An oil tanker of 150 GT and above and a ship, other than an oil tanker of 400 GT and above shall carry on board a shipboard oil pollution emergency plan approved by the Corporation.

(2) The plan shall be prepared in accordance with the guidelines for the Development of Shipboard Oil Pollution Emergency Plans adopted by the Marine Environment Protection Committee of the IMO.

- (3) The plan shall include:
- (a) the procedure to be followed by the master or other persons having charge of the ship to report an oil pollution incident, as required in article 8 of the Convention based on the General Principles for Ship Reporting Systems and Ship Reporting Requirement, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances or Marine Pollutant.
 - (b) the list of persons to be contacted in the event of an oil pollution incident;
 - (c) a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following the incident; and
 - (d) the procedures and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution.

(4) In a ship to which regulation 17 of Annex II of the Convention applies, such a plan may be combined with the shipboard marine pollution emergency plan for noxious liquid substances required under that regulation.

(5) Where subregulation (4) applies the title of the combined plan shall be the Shipboard Marine Pollution Emergency Plan.

(6) The owner and master of an oil tanker of 5,000 tonnes deadweight or more shall ensure the ship has prompt access to computerised, shore-based damage stability and residual structural strength calculation programmes.

PART VII OFFSHORE INSTALLATIONS

Requirements
for
Offshore

31.-(1) The offshore installations engaged in the exploration, exploitation or associated offshore processing

Installations of sea-bed mineral resources shall comply with requirements of these Regulations as are applicable to ships, other than oil tankers, of 400 GT and above, except where-

- (a) such installations are equipped, so far as practicable, with the systems and tanks required by regulations 12 and 14 of Annex I;
- (b) the master ensure that a record is kept, in a form approved by the Corporation, for all operations involving oil or oily mixture discharges; and
- (c) subject to the provisions of regulation 20, the discharge into the sea of oil or oily mixture is prohibited.

(2) The provisions of subregulation (1) shall not apply to a fixed or floating production platform where:

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- (a) is located in waters in any area for the time being established under Part II of the Territorial Sea and Exclusive Economic Zone Act: and
- (b) is not, at the time where it is so engaged, capable of being propelled through water under its own power.

(3) For the purpose of subregulation (2), a fixed or floating production platform includes-

- (a) a platform from which sea-bed mineral resources are extracted from beneath the sea-bed by means of a well, or which is used for the conveyance of sea-bed mineral resources by means of a pipe, and which:
 - (i) is fixed to the seabed by means of steel jackets, concrete footings or any other means; or
 - (ii) floats on the surface of the sea and is secured to the seabed by means of risers, anchors, or any other means;

- (b) a non-production platform converted for use as a production platform for so long as it is so converted;
- (c) a production platform which has ceased production for so long as it is not converted to a non-production platform; and
- (d) a production platform which has not come into use; and

(4) fixed or floating production platform shall not include-

- (a) include an offshore installation to which subregulation (5) applies; and
- (b) production platform which, for a period of no more than 90 days, extracts sea-bed mineral resources from beneath the sea-bed for the purposes of well testing.

(5) For the purpose of subregulations (1) to (4), references to discharges of oil or oily mixtures are references to machinery space discharges and do not include discharges of production or displacement water, or offshore processing drainage.

(6) In the case of relevant discharges from-

- (a) floating production, storage and offloading facilities; or
- (b) floating storage units,

the Corporation, in assessing compliance with subregulation (1), take account of the Guidelines for the Application of the Revised MARPOL Annex 1 Requirements to Floating Production, Storage and Offloading Facilities and Floating Storage Units.

(7) For the purpose of subregulation (6), “relevant discharges” means discharges of oil or oily mixtures not discharged through the production stream which are:

- (a) machinery space discharges; or
- (b) discharges of contaminated seawater from

operational purposes such as produced oil tank cleaning water, produced oil tank hydrostatic testing water or water from ballasting of a produced oil tank to carry out inspection by rafting.

**PART VIII
POLAR CODE**

Application
of Polar
Code

32.-(1) This regulation applies to all ships operating in polar waters.

(2) The owner or master of a ship to which this regulation applies shall ensure the ship complies with the environment-related provisions of the Introduction and Chapter 1 of part II-A, of the Polar Code.

(3) In ensuring compliance with subregulation (2), consideration shall be given to the guidance in part II-B of the Polar Code.

**PART IX
ENFORCEMENT**

Inspection of
ship

33.-(1) In inspection of a ship and its equipment, part of the ship, articles on board or document carried in the ship, the provisions of section 384 and 385 of the Act, shall apply in relation to-

- (a) verifying that there is on board a valid-
 - (i) IOPP certificate; or
 - (ii) TZOPP certificate;
- (b) verifying whether documentation referred to in regulation 17, where applicable, has been issued in respect of the ship and is still valid;
- (c) investigating any operation regulated by these Regulations, if there are clear grounds for believing that the master or the crew are not

familiar with essential shipboard procedures for preventing pollution by oil;

- (d) verifying whether oil, oily mixture or oil residue (sludge) has been discharged from the ship in violation of these Regulations;
- (e) inspecting the Oil Record Book; and
- (f) inspecting the Shipboard Oil Pollution Emergency Plan.

(2) The inspection may be conducted if the ship in question is-

- (a) in a port within the United Republic; or
- (b) at an offshore installation in Tanzanian waters or controlled waters.

(3) Where a ship which is not a Tanzanian ship is inspected for the purpose of subregulation (1)(d), the person exercising the powers of inspection shall ensure that the report of that inspection is sent to-

- (a) the consul or diplomatic representative of the State whose flag the ship is entitled to fly or the appropriate maritime authorities of that State; and
- (b) any other Party to the Convention that requested the inspection.

(4) Where Oil Record Book entries are inspected under subregulation (1)(e) the person exercising the power of inspection may:

- (a) make a copy of any entry in that book; and
- (b) require the master of the ship to certify that the copy is a true copy of the original.

(5) Any copy certified in accordance with subregulation (4) is admissible in any judicial proceeding as evidence of the facts stated in it.

Investigation
of alleged

34. Upon receiving evidence that a substance has been discharged from a Tanzanian ship in violation of these

violations by
Tanzanian
ships

Regulations the Corporation shall-

- (a) cause the matter to be investigated;
- (b) inform the IMO of the action taken; and
- (c) where another state has reported the violation, inform that State of the action taken.

General
provisions on
detention

35.-(1) Where a surveyor of ships has clear grounds for believing that-

- (a) an IOPP or TZOPP certificate is required to have been issued in respect of a ship but has not been issued, or has been issued and is not valid;
- (b) the condition of a ship or its equipment does not correspond substantially with the particulars of that certificate or other appropriate documentation;
- (c) the master or crew of a ship are not familiar with essential shipboard procedures relating to the prevention of pollution by oil; or
- (d) an offence is being committed under these Regulation, in respect of the ship,

the ship shall be liable to be detained until a surveyor of ships is satisfied that it can proceed to sea without presenting any unreasonable threat of harm to the marine environment.

(2) Notwithstanding subregulation (1) a person having powers to detain a ship may permit a ship which is liable to be detained to proceed to sea for the purposes of proceeding to the nearest appropriate repair yard available.

(3) Where a surveyor of ships has clear grounds for believing that the provisions of regulations 22, 23, 24, 25, 26, 27 or 28 has been contravened, the ship in contravention shall be liable to be detained.

(4) The power to detain a ship under this regulation may only be exercised if the ship in question is-

- (a). in a port within the United Republic; or

(b).at an offshore installation in Tanzanian waters or controlled waters.

(5) Where a ship is liable to be detained under subregulation (1) or (3), except for subsection (7), the provisions of section 409 of the Act shall apply as if references to detention of a ship under the Act were references to detention of the ship in question under that subregulation (1) or (3).

(6) Where a ship is liable to be detained under paragraph (1) or (3), the person detaining the ship shall serve on the master of the ship a detention notice which-

(a) states the grounds of the detention; and

(b) requires the terms of the notice to be complied with until the ship is released by any person mentioned in section 409 of the Act.

(7) Where a ship other than a Tanzanian ship is detained, the Corporation shall immediately inform the consul or diplomatic representative of the State whose flag the ship is entitled to fly or the appropriate maritime authorities of that State.

(8) A person having power to detain the ship under subregulation (3), shall, at the request of the owner, manager, demise charterer or master, immediately release the ship, where-

(a) no proceedings for an offence under regulation 38 has been instituted within the period of seven days beginning with the day on which the ship is detained;

(b) proceedings for any such offence having been instituted within that period are concluded without the owner, manager, demise charterer or master being convicted;

(c) either-

(i) the sum of the equivalent in Tanzanian shillings of the United States dollars one

hundred and fifty thousand is paid to the Minister by way of security; or

- (ii) security which, in the opinion of the Minister, is satisfactory and is for an amount not less than the equivalent in Tanzanian shillings of the United States dollars fifty thousand is given to the Minister by or on behalf of the master or owner;

(d) upon conviction the owner, manager, demise charterer or master has paid fine, costs or expenses ordered to be paid by that person;

(e) the release is ordered by a court or tribunal referred to in Article 292 of the United Nations Convention on the Law of the Sea 1982 in its acronym UNCLOS, and any bond or other financial security ordered by such court or tribunal is posted.

(9) The Minister shall repay any sum paid in pursuance of subregulation (8)(c) or release any security so given where-

(a) no proceedings for an offence under regulation 38 has been instituted within the period of seven days beginning with the day on which the sum is paid; or

(b) proceedings for any such offence, having been instituted within that period, are concluded without the owner, manager, demise charterer or master being convicted.

(10) Where a sum has been paid under subregulation (8)(c) and the owner, manager, demise charterer or master is convicted of an offence under regulation 38, the sum so paid or the amount made available under the security must be applied as follows:

(c) first, in payment of any costs or expenses

- ordered by the court to be paid by the owner, manager, demise charterer or master;
- (d) next, in payment of any fine imposed by the court; and
- (e) any balance must be repaid to the first-mentioned person.

Power for
harbour
master to
detain

Cap. 166

36.-(1) Where the harbour master of a port in the United Republic has reasonable grounds for believing that an offence under regulation 38, has been committed the harbour master may detain that ship.

(2) The provisions of section 55(4) of the Ports Act shall apply to a detention under subregulation (1) as it applies to a refusal to grant port clearance.

(3) Where a ship is liable to be detained under this regulation, the harbour master detaining the ship shall serve on the master of the ship a detention notice which:

- (a). states the grounds for the detention; and
- (b). requires the terms of the notice to be complied with until the ship is released by the port authority.

(4) The harbour master shall immediately release the ship where-

- (a) no proceedings for an offence under regulation 38, has been instituted within the period of seven days beginning with the day on which the ship is detained;
- (b) proceedings for any such offence, having been instituted within that period, are concluded without the owner, manager, demise charterer or master being convicted;
- (c) either-
 - (i) the sum of the equivalent in Tanzanian shillings of the United States dollars one hundred and fifty thousand is paid to the

Minister by way of security; or

(ii) security which, in the opinion of the Minister, is satisfactory and is for an amount not less than the equivalent in Tanzanian shillings of the United States dollars fifty thousand is given to the Minister by or on behalf of the master or owner;

(d) upon conviction the owner, manager, demise charterer or master has paid fine, costs or expenses ordered to be paid by that person;

(e) the release is ordered by a court or tribunal referred to in article 292 of the United Nations Convention on the Law of the Sea 1982 in its acronym UNCLOS, and any bond or other financial security ordered by such a court or tribunal is posted.

(5) The Minister shall repay any sum paid or security deposited in pursuance subsection (4)(c) if-

(a) no proceedings for an offence under regulation 38, has been instituted within the period of seven days beginning with the day on which the sum is paid; or

(b) proceedings for any such offence, having been instituted within that period, are concluded without the owner, manager, demise charterer or master being convicted.

(6) Where a sum has been paid, or security has been given, by any person in pursuance of subregulation (4)(c) and the owner, manager, demise charterer or master is convicted of an offence under regulation 38, the sum so paid or the amount made available under the security must be applied as follows:

(a) first, in payment of any costs or expenses ordered by the court to be paid by the owner,

- manager, demise charterer or master;
- (b) next, in payment of any fine imposed by the court and any balance shall be repaid to the first-mentioned person.

Duty of
harbour
master to
report
deficient
ships

37. The harbour master of a port within the United Republic who has reasons to believe that a ship that is about to enter or leave the port does not comply with the requirements of these Regulations shall immediately report the matter to the Corporation.

PART XI OFFENCES AND PENALTIES

Offences and
penalties

- 38.**-(1) Owner or master-
- (a) who attempt to proceed, or already at sea without a valid IOPP or TZOPP Certificate;
 - (b) who fails to maintain the condition of a ship and its equipment;
 - (c) of a non -Tanzanian ship who proceeds to sea from a port in the United Republic without an IOPP Certificate;
 - (d) of an oil tanker of 5,000 tonnes deadweight or more who fails to ensure the ship has prompt access to computerised, shore-based damage stability and residual structural strength calculation programmes;
 - (e) who fail to ensure the ship complies with the environment-related provisions of the Introduction and Chapter 1 of part II-A, of the Polar Code,

commits an offence and on conviction shall be liable to a fine of not less than the equivalent in Tanzania Shillings of United States Dollars one thousand or to imprisonment for a term not exceeding six months or to both.

(2) The owner, manager, demise charterer or master of the ship who-

- (a) leave a port before a new certificate is issued;
- (b) fails to provide an Oil Record Book contrary;
- (c) discharges into the sea oil or oily mixtures from the machinery space of a ship contrary;
- (d) discharges into the sea oil or oily mixtures from the cargo area of an oil tanker contrary;
- (e) carries in bulk as cargo or use as ballast or as fuel crude oils having a density at 15°C higher than 900 kg/m³, oils, other than crude oils, having a density at 15°C higher than 900 kg/m³ or a kinematic viscosity at 50°C higher than 180 mm²/s; or bitumen, tar and their emulsions in the Antarctic Area;
- (f) fails to comply with the requirements of regulations 28 and 29;
- (g) fails to ensure that a crude oil tanker of 20,000 tonnes deadweight and above delivered after 1 June 1982, are fitted with a cargo tank cleaning system using crude oil washing;
- (h) fails to comply with such requirements of these Regulations as are applicable to ships, other than oil tankers, of 400 GT and above; or
- (i) fails to prepare and carry on board a shipboard oil pollution emergency plan approved by the Corporation,

commits an offence and on conviction shall be liable to a fine of not less than the equivalent in Tanzania Shillings of United States Dollars one thousand or to imprisonment for a term not exceeding six months or to both.

(3) A person who-

- (a) intentionally alter an IOPP or TZOPP certificate;
- (b) intentionally make a false IOPP or TZOPP

certificate;

- (c) knowingly or recklessly provide false information in connection with a survey required under these Regulations;
- (d) with intent to deceive, use, lend, or allow to be used by another, an IOPP or TZOPP certificate; or
- (e) fail to surrender an IOPP or TZOPP certificate where required to do so,

commits an offence and on conviction shall be liable to a fine of not less than the equivalent in Tanzania Shillings, of United States Dollar one thousand and not exceeding ten thousand.

(4) a master who fails to certify a copy of an Oil Record Book as a true copy of the original, commits an offence and on conviction shall be liable to a fine of not less than Tanzania Shillings equivalent to United States Dollar one thousand and not exceeding ten thousand.

General
penalty

39. A person who commits an offence under these Regulations for which no specific penalty is provided, on conviction shall be liable to a fine of not less than the equivalent in Tanzania Shillings of United States Dollars one thousand or to imprisonment for a term not exceeding six months or to both.

PART XII GENERAL PROVISIONS

Evaluation
and reporting

40.-(1) The Registrar shall carry out an evaluation of the regulatory provision contained in these Regulations, prepare a report of the evaluation process setting out the conclusions of the review and submit the report to the Minister.

- (2) The first report shall be submitted to the

Minister within five years from the date of publication of these Regulations.

(3) Subsequent reports shall be submitted at intervals not exceeding five years.

(4) The report under this regulation shall, in particular-

- (a) set out the objectives intended to be achieved by the regulatory provision referred to in sub-regulation (1)(a);
- (b) assess the extent to which those objectives are achieved; and
- (c) assess whether those objectives remain appropriate, and if so, assess the extent to which they could be achieved with a system that imposes less regulation.

Complaints
handling
GN No.
338 of 2018

41. A person who is aggrieved by the decision made under these Regulations may lodge complaint to the Corporation, in accordance with the Tanzania Shipping Agencies (Complaints Handling) Regulations.

Revocation
GN No. 360
of 2012

42. The Merchant Shipping (Prevention of Oil Pollution) Regulations, 2012 is hereby revoked.



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC



FIRST SCHEDULE

(Made under regulation 12(3))

TANZANIA OIL POLLUTION PREVENTION CERTIFICATE

Issued under the provisions of the regulation 12

(full designation)

by

(full designation of the competent person or organization authorized under the provisions of the Regulations)

Particulars of ship (Alternatively, the particulars of the ship may be placed horizontally in boxes)

Name of ship

Distinctive number or letters

Port of registry

Gross tonnage

Deadweight of ship (tonnes)

IMO Number

Type of ship

(Delete as appropriate)

Oil tanker/Ship other than an oil tanker with cargo tanks /Ship other than any of the above

THIS IS TO CERTIFY:

- 1. That the ship has been surveyed in accordance with regulation 9; and
2. That the survey shows that the structure, equipment systems, fittings, arrangement and material of the ship and the condition thereof are in all respects satisfactory and that the ship complies with the applicable requirements of these Regulations and Annex I of the Convention.

This certificate is valid until... subject to surveys in accordance with regulation 9 and the Annex.

Issued at

(Place of issue of certificate)

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

.....
(Date of Issue)

Signature of authorized official
issuing the certificate)

(Signature
issuing

(Seal or stamp of the issuing authority, as appropriate)

ENDORSEMENT FOR ANNUAL AND INTERMEDIATE SURVEYS

THIS IS TO CERTIFY that at a survey required by these Regulations, the ship was found to comply with the relevant provisions of the Convention:

Annual survey:

Signed:

(Signature of
duly authorized
official) Place:

.....

Date:

.....

.....

(Seal/ or stamp of the authority, as

appropriate)

Annual/Intermediate survey:

Signed:

(Signature of
duly authorized
official) Place:

.....

Date:

.....

.....

(Seal/ or stamp of the authority, as

appropriate)

Annual survey:

Signed:

(Signature of
duly authorized
official) Place:

.....

.....

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

Date:

.....
.....

(Seal/ or stamp of the authority, as

appropriate)

**ANNUAL/INTERMEDIATE SURVEY IN ACCORDANCE WITH
THESE REGULATIONS**

THIS IS TO CERTIFY that, at an annual or intermediate survey in accordance with these Regulations, the ship was found to comply with the relevant provisions of these Regulations and Convention:

Signed:

*(Signature of
duly authorized
official)* Place:

.....
.....

Date:

.....
.....

(Seal/ or stamp of the authority, as

appropriate)

**ENDORSEMENT TO EXTEND THE CERTIFICATE IF VALID FOR LESS THAN 5
YEARS**

The ship complies with the relevant provisions of the Convention, and this Certificate shall, in accordance with these Regulations, be accepted as valid until.....

Signed:

*(Signature of
duly authorized
official)* Place:

.....
.....

Date:

.....
.....

(Seal or stamp of the authority, as

appropriate)

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

ENDORSEMENT WHERE THE RENEWAL SURVEY HAS BEEN COMPLETED

The ship complies with the relevant provisions of the Regulations and Convention and this Certificate shall, be accepted as valid until.....

.....

Signed:

*(Signature of
duly authorized
official) Place:*

.....

Date:

.....

.....

(Seal/ or stamp of the authority, as

appropriate)

**ENDORSEMENT TO EXTEND THE VALIDITY OF THE CERTIFICATE UNTIL
REACHING THE PORT OF SURVEY OR FOR A PERIOD OF GRACE.**

This Certificate shall, in accordance with these Regulation and Annex I of the Convention, be accepted as valid until

.....

Signed:

*(Signature of
duly authorized
official) Place:*

.....

Date:

.....

.....

(Seal/ or stamp of the authority, as

appropriate)

ENDORSEMENT FOR ADVANCEMENT OF ANNIVERSARY DATE

In accordance with these Regulations and Annex I of the Convention the new anniversary date is

Signed:

*(Signature of
duly authorized
official) Place:*

.....

Date:

.....

.....

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

appropriate) (Seal/ or stamp of the authority, as appropriate)

In accordance with these RegulationS and the Convention the new anniversary date is

.....

Signed:

*(Signature of
duly authorized
official) Place:*

.....

.....

Date:

.....

.....

(Seal/ or stamp of the authority, as appropriate)



THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF TRANSPORT
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC



SECOND SCHEDULE

(Made under regulation 18(3))

Applicable from 2011-01-01. For all oil tankers \geq 150 GT. and other ships \geq 400 GT
OIL RECORD BOOK

PART I - Machinery space operations
(All Ships)

Name of Ship:
Distinctive number or letters:
Gross tonnage:
Period from..... to:

Note:

Oil Record Book Part I shall be provided to every oil tanker of 150 gross tonnage and above and every ship of 400 gross tonnage and above, other than oil tankers, to record relevant machinery space operations. For oil tankers, Oil Record Book Part II shall also be provided to record relevant cargo/ballast operations.

Introduction

The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book Part I in accordance with regulation 17 of Annex I of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The items have been grouped into operational sections, each of which is denoted by a letter Code.

When making entries in the Oil Record Book Part I, the date, operational Code and item number shall be inserted in the appropriate Columns and the required particulars shall be recorded chronologically in the blank spaces. Each completed operation shall be signed for and dated by the officer or officers in charge. The master of the Ship shall sign each completed page.

The Oil Record Book Part I contains many references to oil quantity. The limited accuracy of tank Measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book Part I should be considered accordingly.

In the event of accidental or other exceptional discharge of oil statement shall be made in the Oil Record Book Part I of the circumstances of, and the reasons for, the discharge.

Any failure of the oil filtering equipment shall be noted in the Oil Record Book Part I.

The entries in the Oil Record Book Part I, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part I shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned ships under tow, shall be kept on board the ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part I on board any ship to which this Annex applies while the ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the ship to certify that the copy is a true copy of such entry. Any copy so made which has been certified by the master of the ship as a true copy of an entry in the Oil Record Book Part I shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part I and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

LIST OF ITEMS TO BE RECORDED

A. Ballasting or cleaning of oil fuel tanks

1. Identity of tank(s) ballasted.
2. Whether cleaned since they last contained oil and, if not, type of oil previously carried.
3. Cleaning process:
 - i. position of ship and time at the start and completion of cleaning;
 - ii. identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals; type and quantity of chemicals used, in m³);
 - iii. identity of tank(s) into which cleaning water was transferred and the quantity in m³.
4. Ballasting:
 - i. position of ship and time of starting and ending of ballasting;
 - ii. quantity of ballast if tanks are not cleaned, in m³.

B. Discharge of dirty ballast or cleaning water from oil fuel tanks referred to under Section (A)

- 5. Identity of tank(s).
- 6. Position of ship at start of discharge.
- 7. Position of ship on completion of discharge.
- 8. Ship's speed(s) during discharge.
- 9. Method of discharge:
 - i. through 15 ppm equipment;
 - ii. to reception facilities.
- 10. Quantity discharged, in m³.

C. Collection, transfer and disposal of oil residues (sludge)

- 11. Collection of oil residues (sludge).

Quantities of oil residues (sludge) retained on board. The quantity should be recorded weekly: (Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).)

Only those tanks listed in item 3.1 of Forms A and B of the Supplement to the IOPP Certificate used for oil residues (sludge).

- i. identity of tank(s)
- ii. capacity of tank(s)m³
- iii. total quantity of retentionm³
- iv. quantity of residue collected by manual operationm³

(Operator initiated manual collections where oil residue (sludge) is transferred into the oil residue (sludge) holding tank(s).)

- 12. Methods of transfer or disposal of oil residues (sludge).

State quantity of oil residues transferred or disposed of, the tank(s) emptied and the quantity of contents retained in m³:

- (a) to reception facilities (identify port)
(The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.)
- (b) to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
- (c) incinerated (indicate total time of operation);
- (d) other method (state which).

D. Non-automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

- 13. Quantity discharged, transferred or disposed of, in m³.
(In case of discharge or disposal of bilge water from holding tank(s), state identity and capacity of holding tank(s) and quantity retained in holding tank.)

14. Time of discharge, transfer or disposal (start and stop).
15. Method of discharge, transfer, or disposal:

- (a) through 15 ppm equipment (state position at start and end);
- (b) to reception facilities (identify port)

(The ship's master should obtain from the operator of the reception facilities, which includes barges and tank trucks, a receipt or certificate detailing the quantity of tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part I, may aid the master of the ship in proving that the ship was not involved in an alleged pollution incident. The receipt or certificate should be kept together with the Oil Record Book Part I.)

- (c) through 15 ppm equipment (state position at start and end);
- (d) to slop tank or holding tank or other tank(s) (indicate tank(s); state quantity retained in tank(s), in m³).

E. Automatic starting of discharge overboard, transfer or disposal otherwise of bilge water which has accumulated in machinery spaces

16. Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard, through 15 ppm equipment.
17. Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
18. Time when the system has been put into manual operation.

F. Condition of the oil filtering equipment

19. Time of system failure *(The condition of the oil filtering equipment covers also the alarm and automatic stopping devices, if applicable.)*
20. Time when system has been made operational.
21. Reasons for failure.

G. Accidental or other exceptional discharges of oil

22. Time of occurrence.
23. Place or position of ship at time of occurrence.
24. Approximate quantity and type of oil.
25. Circumstances of discharge or escape, the reasons therefore and general remarks.

H. Bunkering of fuel or bulk lubricating oil

26. Bunkering:
 - (a) Place of bunkering.
 - (b) Time of bunkering.
 - (c) Type and quantity of fuel oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).
 - (d) Type and quantity of lubricating oil and identity of tank(s) (state quantity added, in tonnes and total content of tank(s)).

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

I. Additional operational procedures and general remarks

Name of ship
Distinctive number or letters

CARGO/BALLAST OPERATIONS (OIL TANKERS)/ MACHINERY SPACE OPERATIONS (ALL SHIPS)

Table with 4 columns: Date, Code (letter), Item (number), Record of operations/signature of officer in charge. It contains 10 empty rows for data entry.

Signature of master

OIL RECORD BOOK PART II - Cargo / Ballast Operations

(Oil Tankers)

Name of Ship:
Distinctive number or letters:
Gross tonnage:
Period from: to:

Note:

Every oil tanker of 150 gross tonnage and above shall be provided with Oil Record Book Part II to record relevant cargo/ballast operations. Such a tanker shall also be provided with Oil Record Book Part I to record relevant machinery space operations.

Name of Ship
Distinctive number or letters

PLAN VIEW OF CARGO AND SLOP TANKS (to be completed on board)

readings. The entries in the Oil Record Book Part II should be considered accordingly.

In the event of accidental or other exceptional discharge of oil, a statement shall be made in the Oil Record Book Part II of the circumstances of, and the reasons for, the discharge.

Any failure of the oil discharge monitoring and control system shall be noted in the Oil Record Book Part.

The entries in the Oil Record Book Part II, for ships holding an IOPP Certificate, shall be at least in English, French or Spanish. Where entries in an official language of the State whose flag the ship is entitled to fly are also used, this shall prevail in case of a dispute or discrepancy.

The Oil Record Book Part II shall be kept in such a place as to be readily available for inspection at all reasonable times and, except in the case of unmanned Ships under tow, shall be kept on board the Ship. It shall be preserved for a period of three years after the last entry has been made.

The competent authority of the Government of a Party to the Convention may inspect the Oil Record Book Part II on board any Ship to which this Annex applies while the Ship is in its port or offshore terminals and may make a copy of any entry in that book and may require the master of the Ship to certify that the copy is a true copy of that entry. Any copy so made which has been certified by the master of the Ship as a true copy of an entry in the Oil Record Book Part II shall be made admissible in any juridical proceedings as evidence of the facts stated in the entry. The inspection of an Oil Record Book Part II and the taking of a certified copy by the competent authority under this paragraph shall be performed as expeditiously as possible without causing the ship to be unduly delayed.

LIST OF ITEMS TO BE RECORDED

(A) Loading of oil cargo

1. Place of loading.
2. Type of oil loaded and identity of tank(s).
3. Total quantity of oil loaded (state quantity added, in m³ at 15°C and the total content of tank(s), in m³).

(B) Internal transfer of oil cargo during voyage

4. Identity of tank(s):
 - i. from:
 - ii. to: (state quantity transferred and total quantity of tank(s), in m³).
5. Was (were) the tank(s) in 4.1 emptied? (If not, state quantity retained, in m³.)

(C) Unloading of oil cargo

6. Place of unloading.
7. Identity of tank(s) unloaded.
8. Was (were) the tank(s) emptied? (If not, state quantity retained, in m³.)

(D) Crude oil washing (COW tankers only) (To be completed for each tank being crude oil washed)

9. Port where crude oil washing was carried out or ship's position if carried out between

two discharge ports.

10. Identity of tank(s) washed.
11. Number of machines in use.
12. Time of start of washing.
13. Washing pattern employed (*In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the programme.*)
14. Washing line pressure.
15. Time washing was completed or stopped.
16. State method of establishing that tank(s) was (were) dry.
17. Remarks. (*If the programmes given in the Operations and Equipment Manual are not followed, then the reasons must be given under Remarks.*)

(E) Ballasting of cargo tanks

18. Position of ship at start and end of ballasting.
19. Ballasting process:
 - i. identity of tank(s) ballasted;
 - ii. time of start and end; and
 - iii. quantity of ballast received. Indicate total quantity of ballast for each tank involved in operation, in m³.

(F) Ballasting of dedicated clean ballast tanks (CBT tankers only)

20. Identity of tank(s) ballasted.
21. Position of ship when water intended for flushing, or port ballast was taken to dedicated clean ballast tank(s).
22. Position of ship when pump(s) and lines were flushed to slop tank.
23. Quantity of the oily water which, after line flushing, is transferred to the slop tank(s) or cargo tank(s) in which slop is preliminarily stored (identify tank(s)). State total quantity, in m³.
24. Position of ship when additional ballast water was taken to dedicated clean ballast tank(s).
25. Time and position of ship when valves separating the dedicated clean ballast tanks from cargo and stripping lines were closed.
26. Quantity of clean ballast taken on board, in m³.

(G) Cleaning of cargo tanks

27. Identity of tank(s) cleaned.
28. Port or ship's position.
29. Duration of cleaning.
30. Method of cleaning. (*Hand-hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and amount used should be stated.*)
31. Tank washings transferred to:
 - i. reception facilities (state port and quantity, in m³)
(*Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity or*

tank washings, dirty ballast, residues or oily mixtures transferred together with the time and date or the transfer. This receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or the certificate should be kept together with the Oil Record Book Part II).

- ii. sloptank(s) or cargo tank(s) designated as sloptank(s) (identify tank(s); state quantity transferred and total quantity, in m³).

(H) Discharge of dirty ballast

32. Identity of tank(s).
33. Time and position of ship at start of discharge into the sea.
34. Time and position of ship on completion of discharge into the sea.
35. Quantity discharged into the sea, in m³.
36. Ship's speed(s) during discharge.
37. Was the discharge monitoring and control system in operation during the discharge?
38. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
39. Quantity of oily water transferred to slop tank(s) (identify slop tank(s). State total quantity, in m³.
Discharged to shore reception facilities (identify port and quantity involved, in m³).*(Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity or tank washings, dirty ballast, residues or oily mixtures transferred together with the time and date or the transfer. This receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or the certificate should be kept together with the Oil Record Book Part II).*

(I) Discharge of water from slop tanks into the sea

40. Identity of slop tanks.
41. Time of settling from last entry of residues, or
42. Time of settling from last discharge.
43. Time and position of ship at start of discharge.
44. Ullage of total contents at start of discharge.
45. Ullage of oil/water interface at start of discharge.
46. Bulk quantity discharged, in m³ and rate of discharge, in m³/hour.
47. Final quantity discharged, in m³ and rate of discharge, in m³/hour.
48. Time and position of ship on completion of discharge.
49. Was the discharge monitoring and control system in operation during the discharge?
50. Ullage of oil/ water interface on completion of discharge, in metres.
51. Ship's speed(s) during discharge.
52. Was regular check kept on the effluent and the surface of water in the locality of the discharge?
53. Confirm that all applicable valves in the ship's piping system have been closed on completion of discharge from the slop tanks.

(J) Collection, transfer and disposal of residues and oily mixtures not otherwise dealt

with

54. Identity of tanks.
55. Quantity transferred or disposed of from each tank. (State the quantity retained, in m³.)
56. Method of transfer or disposal:
 - i. disposal to reception facilities (identify port and quantity involved);
(*Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity or tank washings, dirty ballast, residues or oily mixtures transferred together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or the certificate should be kept together with the Oil Record Book Part II.*)
 - ii. mixed with cargo (state quantity);
 - iii. transferred to or from (an)other tank(s) including transfer from machinery space oil residue (sludge) and oily bilge water tanks (identify tank(s); state quantity transferred and total quantity in tank(s), in m³); and
 - iv. other method (state which); state quantity disposed of in m³.

(K) Discharge of clean ballast contained in cargo tanks

57. Position of ship at start of clean ballast.
58. Identity of tank(s) discharged.
59. Was (were) the tank(s) empty on completion?
60. Position of ship on completion if different from 58.
61. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?

(L) Discharge of ballast from dedicated clean ballast tanks (CBT tankers only)

62. Identity of tank(s) discharged.
63. Time and position of ship at start of discharge of clean ballast into the sea.
64. Time and position of ship on completion of discharge into the sea.
65. Quantity discharged, in m³:
 - i. into the sea; or
 - ii. to reception facility (identify port).(*Ships' masters should obtain from the operator of the reception facilities, which include barges and tank trucks, a receipt or certificate detailing the quantity or tank washings, dirty ballast, residues or oily mixtures transferred, together with the time and date of the transfer. This receipt or certificate, if attached to the Oil Record Book Part II, may aid the master of the ship in proving that his ship was not involved in an alleged pollution incident. The receipt or the certificate should be kept together with the Oil Record Book Part II.*)
66. Was there any indication of oil contamination of the ballast water before or during discharge into the sea?
67. Was the discharge monitored by an oil content meter?
68. Time and position of ship when valves separating dedicated clean ballast tanks from

the cargo and stripping lines were closed on completion of deballasting.

(M) Condition of oil discharge monitoring and control system

69. Time of system failure.

70. Time when system has been made operational.

71. Reasons for failure.

(N) Accidental or other exceptional discharges of oil

72. Time of occurrence.

73. Port or ship's position at time of occurrence.

74. Approximate quantity, in m³, and type of oil.

75. Circumstances of discharge or escape, the reasons therefore and general remarks.

(O) Additional operational procedures and general remarks

TANKERS ENGAGED IN SPECIFIC TRADES

(P) Loading of ballast water

76. Identity of tank(s) ballasted.

77. Position of the ship when ballasted.

78. Total quantity of ballast loaded in cubic metres.

79. Remarks.

(Q) Re-allocation of ballast water within the ship

80. Reason for re-allocation.

(R) Ballast water discharge to the reception facility

81. Port(s) where ballast water was discharged.

82. Name or designation of reception facility.

83. Total quantity of ballast water discharged in cubic metres.

84. Date, signature and stamp of port authority official.

Name of ship.....

Distinctive number or letters

Merchant Shipping (Prevention of Oil Pollution)

Government Notice No.370 (Continued)

CARGO/BALLAST OPERATIONS (OIL TANKERS)

Date	Code (letter)	Item (number)	Record of operations/signature of officer in charge

Signature of master

Dodoma,
3rd May, 2024

MAKAME M. MBARAWA
Minister for Transport