

THE MERCHANT SHIPPING ACT  
(CAP 165)

REGULATIONS

*(Made under section 376)*

THE MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION), REGULATIONS, 2012

ARRANGEMENT OF REGULATIONS

PART I  
PRELIMINARY PROVISIONS

1. Citation.
2. Interpretation.
3. Application.
4. Exemption.
5. Alternative fittings, materials and appliances.

PART II  
SURVEYS, CERTIFICATES AND OIL RECORD BOOK

6. Surveys.
7. Responsibility of owner and master.
8. Issue and endorsement of certificates.
9. Duration and validity of certificates.
10. Extension of validity of certificates.
11. Procedure to be adopted where corrective action is necessary.
12. Oil Record Book.

PART III  
REQUIREMENT FOR CONTROL OF OPERATIONAL POLLUTION  
CONTROL OF DISCHARGE OF OIL

13. General exceptions.
14. Ships other than oil tankers and machinery space bilges of oil tankers.
15. Oil tankers
16. Oil filtering equipment and oil discharge monitoring and control system.
17. Retention of oil on board.
18. Methods for the prevention of oil pollution from ships operating in special areas.

PART IV  
REQUIREMENTS FOR THE SEGREGATION OF CARGO

19. General application
20. Requirements for existing crude oil tankers.
21. Requirements for existing product carriers.
22. Requirements for a segregated oil ballast tanker.
23. Location of segregated ballast spaces.
24. Oil tankers to have adequate tank capacity.
25. Requirements for crude oil washing
26. Existing oil tankers engaged in specific trades.
27. Existing oil tankers with special ballast arrangements.
28. Segregation of oil and water ballast and carriage of oil in fore peak tanks.
29. Tanks for oil residues.
30. Pumping, piping and discharge arrangements of oil tankers.

PART V  
REQUIREMENTS FOR MINIMISING OIL POLLUTION FROM OIL  
TANKERS

31. Interpretation of "side" and "bottom" damages.
32. Limitation of size and arrangement of cargo tanks.
33. Subdivision and stability.

PART VI  
IMPROVED REQUIREMENTS FOR THE DESIGN AND CONSTRUCTION OF OIL  
TANKERS AGAINST OIL POLLUTION

- 34. Requirements for oil tankers.
- 35. Compliance with double hull or equivalent design.
- 36. Exemption by the Authority.
- 37. Categories of oil tankers.

PART VII  
OFFSHORE INSTALLATIONS

- 38. Requirements for offshore installations.

PART VIII  
PREVENTION OF POLLUTION ARISING FROM AN OIL POLLUTION ACCIDENT

- 39. Shipboard oil pollution emergency plan.

PART IX  
POWERS TO INSPECT, ENTER AND DETAIN

- 40. Power to inspect.
- 41. Power to deny entry or detain.

PART X  
OFFENCES AND PENALTIES

- 42. Offences and penalties.
- 43. Enforcement and application of fines.

PART XI  
PROCEEDING FOR POLLUTION OFFENCES COMMITTED OUTSIDE TANZANIAN  
WATERS

- 44. Restriction on jurisdiction.
- 45. Power to compound offences.
- 46. Transitional provision.

SCHEDULES

THE MERCHANT SHIPPING ACT  
(CAP 165)

REGULATIONS

(Made under section 376)

THE MERCHANT SHIPPING (PREVENTION OF OIL POLLUTION), REGULATIONS, 2012

PART I  
PRELIMINARY PROVISIONS

Citation 1. These Regulations may be cited as the Merchant Shipping (Prevention of Oil Pollution) Regulations, 2012 and shall come into operation on the date of publication.

Interpretation 2. In these Regulations unless the context otherwise requires:

Cap.413

- "Act" means the Merchant Shipping Act;
- "amidships" means at the middle of the ship's length (L);
- "Annex I" means Annex I to the Convention;
- "anniversary date" means the day and month in each year corresponding to the date of expiry of the IOPP Certificate or TZOPP Certificate;
- "approved" means approval from the Certifying Authority;
- "area" in relation to a ship shall be calculated in all cases to the moulded lines;
- "Authority" means the Surface and Marine Transport Regulatory Authority (SUMATRA) established under section 4 of the Act;
- "breadth" means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a ship with a metal shell and to the outer surface of the hull in a ship with a shell of any other material, measured in metres;
- "central tank" means any tank inboard of a longitudinal bulkhead;
- "Certifying Authority" means the Minister or any person authorised by the Minister and includes the

the Authority;

"chemical tanker" means a ship constructed or adapted primarily to carry a cargo of noxious liquid substances in bulk and includes an oil tanker when carrying noxious liquid substances in bulk;

"clean ballast" means the ballast in a tank which, since oil was last carried therein, has been so cleaned that the 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:

Provided that if the ballast is discharged through an approved oil discharge monitoring and control system, evidence based on such a system that the oil content of the effluent did not exceed 15 (100) ppm shall be determinative that the ballast was clean, notwithstanding the presence of visible traces;

"combination carrier" means a ship designed to carry either oil or solid cargoes in bulk;

"controlled waters" means the waters specified as areas within which the jurisdiction and rights of Tanzania are exercisable in accordance with Territorial Sea and Exclusive Economic zone Act;

"Convention" means the International Convention for the Prevention of Pollution from Ships of 1973;

"convention country" means a country which is a Party to the Convention;

"crude oil" means any liquid hydrocarbon mixture occurring naturally in the earth, whether treated or not as to render it suitable for transportation;

"crude oil tanker" means an oil tanker used for carrying crude oil;

"deadweight" means the difference in metric tons between the displacement of a ship in water of a specific gravity of 1.025 at the load waterline corresponding to the assigned summer freeboard and the

lightweight of the ship;

"discharge", means any release of harmful substances or effluents from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying; but does not include:

- (a) dumping within the meaning of the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter; or
- (b) release of harmful substances directly arising from the exploration, exploitation and associated off-shore processing of sea-bed mineral resources; or
- (c) release of harmful substances for purposes of legitimate scientific research into pollution abatement or control;

"existing ship" has the meaning ascribed to it under the Act;

"filtering equipment" means filters or any combination of separators and filters which are designed to produce effluents containing not more than 15ppm of oil;

"state flag" means the state whose flag a ship is entitled to fly;

"forward and after perpendiculars" shall be taken at the forward and after ends of the length (L). The forward perpendicular shall coincide with the foreside of the stem on the waterline on which the length is measured;

"Government ship" has the same meaning ascribed to it under the Act;

"GT" means the gross tonnage and the gross registered tonnage of a ship having alternative gross registered tonnages calculated in accordance with Regulation 6 of the Merchant Shipping (Tonnage) Regulations, 2005; "Guidelines and Specifications for oil discharge monitoring and control systems for oil tankers" means Resolution A496(XII) adopted by the International Maritime Organisation as contained in the 1987 Edition of oily water separators and monitoring equipment;

"harmful substance" means any substance which, if

introduced into the sea, is likely to create hazards to human and marine environment;

"Inland waters" means rivers, lakes and estuaries like Lake Victoria, Lake Tanganyika, Lake Nyasa, Lake Rukwa, Lake Manyara, Lake Jipe and any other navigable lake, river or causeway;

"instantaneous rate of discharge of oil content" means the rate of discharge of oil in litres per hour at any instance divided by the speed of the ship in knots at the same instance;

"IOPP Certificate" means the International Oil Pollution Prevention Certificate issued in accordance with the Convention;

"length" (L) means length of the ship measured between perpendicular taken at extremities of the deepest subdivisions load line;

"lightweight" means the displacement of a ship in metric tons without cargo, fuel, lubricating oil, ballast water, fresh water and feed water in tanks, consumable stores, passengers and crew together with their effects;

"major conversion" means a conversion of an existing ship which:

- (a) substantially alters the dimensions or the carrying capacity of a ship;
- (b) changes the type of the ship;
- (c) otherwise alters the ship such that, if it were a new ship, it would become subject to relevant provisions of the Protocol not applicable to it as an existing ship; and excludes conversion of -
  - (i) an existing oil tanker of 20,000 tons dead weight and above to meet the requirements of regulation 18; or
  - (ii) an existing oil tanker to meet the requirements of regulation 31;

"mile" means an international nautical mile of 1,852 metres;

- "nearest land" means the nearest base-line from which the territorial sea of any territory is established in accordance with the United Nations Convention on the Law of the Sea;
- "Minister" means the Minister for the time being responsible for shipping;
- "new ship" has the meaning ascribed to it under the Act;
- "oil" means petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products, other the petrochemicals which are subject to the provisions of Annex II of the Convention, and includes the substances listed in Appendix I to Annex I of the Convention;
- "oil fuel" means any oil used as fuel in connection with the propulsion and auxiliary machinery of the ship in which such oil is carried;
- "oil tanker" has the meaning ascribed to it under the Act;
- "oily mixture" means a mixture containing not less than a hundred parts of oil in a million parts of mixture;
- "Organization" means the International Maritime Organization;
- "permeability" of a space means the ratio of the volume within the space which is assumed to be occupied by water to the total volume of that space;
- "ppm" means parts per million;
- "product carrier" means an oil tanker used for carrying oil other than crude oil;
- "proper officer" has the meaning ascribed to it under the Act;
- "Recommendations on International performance and test specifications for oily water separating equipment and oil content meters" means Resolution A393(XI) adopted by the International Maritime Organisation as modified by the Marine Environment Protection Committee's Resolution 60(33);
- "sea" includes any estuary or arm of the sea and inland waters;
- "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



...than oil or noxious liquid substances;

"separating equipment" means separators or filters or any combination of them, which are designed to produce effluent containing not more than 100 ppm of oil;

"ship" has the meaning ascribed to it under the Act;

"slop tank" means a tank specifically designed for the collection of tank draining, tank washings and other oily mixtures;

"short international voyage" means a voyage from a port in one country to which the Convention applies to a port of another country, or conversely:

(a) in the course of which a ship is not more than two hundred nautical miles from a port or place in which the passengers and crew could be placed in safety, and

(b) which does not exceed 600 nautical miles in distance between the last port of call in the country in which the voyage begins and the last port of call in the scheduled voyage before beginning a return voyage, and which on the return voyage does not exceed 600 nautical miles in distance between the port of call in which the ship commences its return voyage and the first port of call in the country in which the voyage began, and for the purposes of this definition, an account shall not be taken of any deviation by a ship from her intended voyage solely due to stress of weather or any other circumstances that neither the master nor the owner, the charterer of the ship could have prevented or forestalled;

"special area" means a sea area where, for recognised technical reasons, in relation to its oceanographical, ecological condition and to the particular character of its traffic, the adoption of special mandatory methods for the prevention of sea pollution by oil is required, and shall include those areas listed in regulation 18;

"specifications for oil tankers with dedicated clean ballast tanks" means the International Maritime Organisation's Resolution Number A495 (XII) contained in the 1982 edition of Dedicated Clean Ballast Tanks;

"specifications for oil or water interface detectors" means the International Maritime Organisation's Resolution Number MEPC 5(XIII), contained in the 1987 edition of Oily Water Separators and Monitoring Equipment;

"specifications for the design, operation and control of crude oil washing systems" means the International Maritime Organisation's Resolution No. A 446(XI) as amended by Resolutions A.497(XII) and A.897(21) contained in the 2000 edition of Crude Oil Washing Systems, published by that Organisation;

"surveyor" has the same meaning ascribed to it under the Act;

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

"Tanzanian Ship" means a ship registered or licensed under the provisions of the Act;

"TZOPP certificate" means the Tanzanian Oil Pollution Prevention Certificate issued by the Certifying Authority;

"volume" in relation to a ship shall be calculated in all cases to moulded lines;

"wing tank" means any tank adjacent to the side shell plating.

Application

3.-(1) Unless provided otherwise, these Regulations, shall apply to:

- (a) Tanzanian ships;
- (b) other ships while within Tanzanian territorial waters;
- (c) Government ships registered in Tanzania; and Government ships not so registered but are held for the purposes of the Government

in Tanzania.

- (2) These Regulations shall not apply to:
- (a) any warship, naval auxiliary or other ship owned or operated by the Government and used, for the time being, only for government services; and
  - (b) ships, other than oil tankers, fitted with cargo spaces which are constructed and used to carry oil in bulk of an aggregate capacity of 200 cubic metres or more:

Provided that the requirements of regulations 12, 13, 15(1),(2) and (3), 16, 24, 26 and 28(4), shall not apply to ships with less than 1,000 Cubic metres.

Exemption

4.-(1). The Minister may grant exemption from all or any of the provisions of these Regulations for classes of ships or individual ships on such terms as he may specify.

(2) Where the Minister grants any exemption, the terms of such exemption shall be indicated in the IOPP or TZOPP Certificate.

(3) The Minister may, subject to giving reasonable notice, amend or cancel the exemption in sub regulation (1).

Alternative fittings, materials and appliances

5.-(1) The Authority may permit any fitting, material, appliance or apparatus to be fitted in a ship as an alternative to that required by these Regulations if such fitting, material, appliance or apparatus is at least as effective as that required by these Regulations:

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

## PART II

### SURVEYS, CERTIFICATES AND OIL RECORD BOOK

Surveys

6.-(1) A Tanzanian oil tanker of 150 GT and above and a Tanzanian ship of 400 GT and above, shall be subject to the following:

- (a) an initial survey, to be conducted within

- five years before the ship is put in service, or before an IOPP Certificate or TZOPP Certificate is first issued, as set out in Annex I to the Convention;
- (b) a renewal survey to be conducted within five years of the first issuance of an IOPP Certificate or TZOPP certificate, and thereafter at intervals which, as set out in regulation 4(1)(b) of Annex I to the Convention ; and
  - (c) an additional survey which will be conducted after the repair survey or after any other important repairs and renewals are made as set out regulation 4(1)(e) annex I to the Convention.

(2) A Tanzanian oil tanker of 150 GT and above and a Tanzanian ship of 400 GT and above shall be subject to the following surveys:

- (a) an intermediate survey within three months before or after the second or third anniversary date of an IOPP Certificate being issued as set out in regulation 4(1)(c) of Annex I to the Convention ; and
- (b) an annual survey within three months before or after each anniversary date of the issue of the ship's IOPP Certificate, other than when an intermediate survey is required to be carried out within that period in regulation 4(1)(d) of Annex I to the Convention.

7.-(1) The owner and master of every ship shall ensure that the condition of the ship and its equipment are maintained to conform:

- (a) in the case of a Tanzanian ship, or any ship surveyed pursuant to these Regulations;
- (b) in the case of any other ship, as set out in Annex I to the Convention , so as to ensure that the ship in all respects remains fit to proceed to sea without presenting an

Responsibility  
of owner and  
master

unreasonable threat of harm to the marine environment.

(2) The owner and master of every ship shall ensure that after any survey of these Regulations or under Annex I to the Convention has been completed:

Provided that no alteration shall be made to the structure, equipment, systems, fittings, arrangements or material covered by the survey without the approval of the Certifying Authority, or of the Administration of the State which carried out the survey for that ship, except by direct replacement.

(3) The owner and master of every ship shall ensure that whenever an accident occurs to a ship or a defect is discovered which affects the integrity of the ship or the efficiency or completeness of its equipment, if the ship is a:

- (a) Tanzanian ship, it is reported at the earliest opportunity to the Minister and to any other Certifying Authority;
- (b) Tanzanian ship in a port outside Tanzania, it is reported to the proper officer and to the authorities of the country in which the port is situated; and
- (c) non-Tanzanian ship in a port in Tanzania, it is reported at the earliest opportunity to the Minister.

(4) Where an accident or defect is reported in accordance with sub regulation (3), the Certifying Authority or proper officer shall cause investigations to be initiated to determine whether or not a survey is necessary.

Issue and endorsement of certificates

8.-(1) Where the Certifying Authority is satisfied, that an initial or renewal survey or that the requirements of Annex I to the Convention to these Regulations have been complied with, he shall issue:

- (i) to any oil tanker of 150 GT and above and any other ship of 400 GT and above engaged in international voyages, an IOPP Certificate, and
- (ii) to any oil tanker of 150 GT and above and

engaged in international voyages, a TZOPP Certificate.

(2) Where the Certifying Authority is satisfied that the ship, which was previously under the flag of another state becomes a Tanzanian ship engaged in voyages to ports of offshore terminals under the jurisdiction of other parties to the convention, is in compliance with regulation 4(4)(a) and (b) of Annex I to the Convention, he shall issue an IOPP certificate.

(3) Where any oil tanker of 150 GT and above and any other ship of 400 GT and above which was previously under the flag of another State becomes a Tanzanian ship engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention, the Certifying Authority shall issue an IOPP certificate to the ship if it is fully satisfied that the ship is in compliance with the requirements of regulation 4(4)(a) and (b) of Annex I to the Convention.

(4) Where any oil tanker of 150 GT and above and any other ship of 400 GT and above which was previously under the flag of another State becomes a Tanzanian ship, not engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention, the Certifying Authority shall issue a TZOPP certificate for the ship if he is fully satisfied that the ship is in compliance with the requirements of Annex I to the Convention.

(5) The Minister may, through a proper officer, request the Administration of a State which is a Party to the Convention to carry out a survey of a Tanzanian ship and, if satisfied that the requirements of the Ninth Schedule to these Regulations have been complied with:

- (a) issue or authorise the issuance of an IOPP certificate to the ship, or to endorse or authorise the endorsement of such a Certificate.
- (b) to include in the Certificate a statement to the effect that it has been issued or endorsed at the request of the Minister, and

(c) to transmit a copy of the survey report and the certificate to the authority as soon as possible.

(6) The IOPP certificate issued or endorsed in accordance with sub regulation (5) shall have the same force and receive the same recognition as a certificate issued or endorsed in accordance with sub-regulations (1) to (3).

(7) The Minister may, at the request of the convention country which is a party to the Convention, carry out a survey of a ship registered in that State and, if satisfied that the requirements of the Ninth Schedule to these Regulations have been complied with, issue an IOPP Certificate for the ship; or endorse the Certificate.

(8) The Minister shall include in any Certificate issued or endorsed in accordance with sub regulation (7) a statement to the effect that the certificate has been issued or endorsed at the request of that administration of the convention country, and shall transmit a copy of the survey report and the Certificate to that country.

(9) The certificate issued or endorsed in accordance with sub regulation (7) shall have effect as if it was issued or endorsed by the the State which requested the survey to be carried out.

(10) An IOPP certificate issued or endorsed in accordance with these regulations shall be drawn up in the form set out in Part 1B of the Ninth Schedule to these Regulations.

(11) The TZOPP Certificate issued in accordance with these regulations shall be drawn up in the form set out in the Ninth Schedule to these Regulations with the substitution:

(a) for references to "IOPP Certificate" (of) substitute with references to "TZOPP Certificate", and

(b) for reference to regulations of the MARPOL Convention substitute with references to corresponding provisions of these Regulations.

these regulations shall be issued on the date of completion of the relevant survey, and shall be valid for a period not exceeding five years.

(2) Where a renewal survey has been completed within a period of three months, before the date of expiry of the TZOPP or IOPP Certificate, a new certificate shall be issued which shall be valid from the date of expiry of the existing certificate.

(3) Subject to regulation 10(6) where a renewal survey has been completed after the expiry of the IOPP Certificate or TZOPP Certificate, a new certificate shall be issued which shall be valid from the date of expiry of that expired certificate.

(4) Where an annual or intermediate survey is completed before the period prescribed:

(a) the anniversary date shown on the IOPP Certificate shall be amended by endorsement to a period of not more than three months later from the date on which the survey was completed;

(b) subsequent annual or intermediate surveys required under regulation 6(2) shall be completed at the intervals prescribed by these regulations using the new anniversary date, and

(c) the expiry date of the anniversary date may remain unchanged provided that one or more annual or intermediate surveys, as appropriate, are carried out so that the maximum intervals between the surveys prescribed by regulation 6(2) are not exceeded.

(5) An IOPP Certificate or TZOPP Certificate shall cease to be valid:

(a) upon expiration and the certificate has either not been extended by the Certifying Authority in accordance with regulation 10 or the period of any such extension has expired;



Extension of  
validity of  
certificates

- (b) if the relevant surveys have not been completed within the period specified in regulation 6 and the Certificate has not been endorsed in accordance with regulation 8, or
- (c) upon transfer of the ship to the flag of another State.

10.-(1) Where an IOPP certificate has been issued for a period of less than five years and the intermediate and annual surveys above have been completed, the Certifying Authority may extend the validity of that certificate to the maximum period of five years.

(2) Where the renewal survey has been completed before the expiry of an IOPP Certificate or TZOPP Certificate and the new certificate cannot be issued or placed on board a ship before the expiry of the existing certificate, the Certifying Authority may endorse the existing certificate as valid for a period not exceeding five months from the expiry of the existing Certificate;

(3) Where the renewal survey has not been completed before the expiry of an IOPP Certificate or TZOPP Certificate and at the time of expiry the ship is not in a port in which it is to be surveyed, the Certifying Authority may, where it appears to be proper and reasonable to do so, extend the validity of the certificate, solely for the purpose of allowing the ship to complete its voyage to its port of survey, for a period of not more than three months.

(4) Where no other extension has been granted, the Certifying Authority may extend the validity of the IOPP certificate for solely short international voyages for a period of no more than one month.

(5) An extension of validity under these regulations shall be disregarded for the purposes of determining the date of expiry of an existing TZOPP certificate or IOPP certificate.

(6) In special circumstances as determined by the Authority, where a renewal survey:

- (a) has been completed after the expiry of the

- (b) has been completed during the period for which the validity of the TZOPP certificate or IOPP certificate has been extended in accordance with sub regulation (3); or
- (c) has been completed during the period for which the validity of the TZOPP certificate or IOPP certificate has been extended in accordance with sub regulation (4),

the new certificate may be issued as being valid from the date of the completion of the renewal survey.

Procedure to be adopted where corrective action is necessary

11.-(1) Where the Certifying Authority determines that the condition of a Tanzanian ship or its equipment does not correspond with the particulars of the IOPP or TZOPP certificate or that the ship is not fit to proceed to sea without presenting an unreasonable threat to the marine environment, the Certifying Authority shall advise the owner or master of the corrective action which in its opinion, is required and shall give a notice to the nearest consular office.

(2) Where corrective action is not taken within the specified period the Certifying Authority shall, immediately notify the Authority which may, on receipt of such notification, suspend the validity of the IOPP or TZOPP certificate issued to the ship and shall give notice of any suspension to the owner and to the Certifying Authority.

(3) The master shall deliver the certificate to the Certifying Authority on demand.

(4) Where the ship is in a port of a Convention country other than Tanzania, and corrective action in accordance with sub regulation (1) has not been taken, the Certifying Authority shall immediately notify the authorities of the country in which the port is situated.

(5) Where, a ship of a Convention country other than Tanzania, which is for the time being in port within Tanzania and the nominated surveyor or the recognised organisation responsible for issuing the IOPP certificate determines that it is necessary to withdraw the certificate,

a report shall, unless made by the nominated surveyor or recognised organisation, be made by the master of the ship to the Authority.

(6) The Authority may take steps to ensure that the ship does not sail or leave the port for the purposes of proceeding to the nearest appropriate repair yard available if to do so would be a threat or cause harm to the marine environment.

Oil record book

12.-(1) A ship of 400 GT and above and an oil tanker of 150 GT and above, other than an oil tanker, shall be provided with an Oil Record Book.

(2) The Oil Record Book shall be in the form set out in the Ninth Schedule to these Regulations.

(3) The Oil Record Book shall be completed on each occasion, on a tank-to-tank basis if appropriate, whenever any of the following operations take place:

(a) for machinery space operations, for all ships:

- (i) ballasting or cleaning of oil fuel tanks;
- (ii) discharging ballast or cleaning water from oil fuel tanks;
- (iii) disposing oily residues or sludge;
- (iv) discharging overboard bilge water which has accumulated in machinery spaces; and

(b) for cargo or ballast operation oil tankers:

- (i) loading oil cargo;
- (ii) internal transfer of oil cargo during voyage;
- (iii) unloading oil cargo;
- (iv) ballasting cargo tanks and dedicated clean ballast tanks;
- (v) cleaning cargo tanks including crude oil washing;
- (vi) discharging ballast except from segregated ballast tanks;
- (vii) discharging water from slop tanks;

(viii) closing, after the discharge of the contents of the slop tanks, all valves or similar devices opened to permit such operations;

(ix) closing those valves necessary for the isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and

(x) disposing residues.

(4) In the event of a discharge of oil or oily mixture as is referred to in regulation 13 or in the event of an accidental or other exceptional discharge of oil not excepted, a statement shall be made in the Oil Record Book of the circumstances and the reasons for the discharge.

(5) Each operation described in sub-regulation (4) shall be fully recorded without delay in the Oil Record Book so that all entries in the book appropriate to operation are completed.

(6) Each completed page shall be signed by the officer or officers in charge of the operations concerned and by the master.

(7) The 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, shall be kept on board the ship and shall be preserved for a period of three years after the last entry has been made.

(8) The Authority or a person authorised by the Certifying Authority may inspect the Oil Record Book on board whilst the ship is in a port or offshore terminal and may make a copy of any entry in that book and require the master of the ship to certify that the copy is a true copy of such an entry.

(9) The oil record book shall be admissible in any judicial proceedings as evidence of the facts stated in the entry.

(10) The inspection of an Oil Record Book and the taking of a certified copy by the Authority, or a person

...causing the ship to be unduly delayed.

PART III  
REQUIREMENT FOR CONTROL OF OPERATIONAL POLLUTION CONTROL  
OF DISCHARGE OF OIL

General  
exceptions

13.-(1) The provisions of regulations 14, 15 and 18 shall not apply to:

(a) any 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; or

(b) any discharge into the sea of oil or oily mixture which results from damage to a ship or its equipment provided that:

(i) all reasonable precautions were taken after the damage, or discovery of the discharge, to prevent or minimise the discharge; and

(ii) the owner or the master did not act knowingly or recklessly as to cause the damage; or

any approved discharge into the sea of substances containing oil, when being used for the purpose of combating specific pollution incidents in order to minimise the damage from pollution.

(2) Any discharge referred to under sub regulation (1) (c) shall be subject to the approval of any Government in whose jurisdiction it is contemplated the discharge will be made.

Ships other than  
oil tankers and  
machinery space  
bilges of oil  
tankers

14.-(1) Subject to regulation 13 these regulations shall apply to:

(a) Tanzanian ships;

(b) Tanzanian oil tankers in relation to discharge from their machinery space bilges unless mixed with oil cargo residue

- but excluding cargo pump room bilges.
- (c) other ships
    - (i) other ships, other than oil tankers; and
    - (ii) oil tankers, in relation to discharges from their machinery space bilges unless mixed with oil cargo residue but excluding cargo pump room bilges,

wherever they may be.

(2) Subject to sub regulation (3), a ship shall not discharge oil or oily mixture into any part of the sea unless:

- (a) the ship is proceeding *en route*;
- (b) the ship is not within a special area;
- (c) the oil content of the effluent does not exceed 15ppm; and
- (d) the ship has in operation the filtering equipment and the oil discharge and monitoring and control system, required by regulation 16.

(3) This regulation shall not apply to ships delivered before January 2012 until:

- (a) 1 January 2017; or
- (b) the date on which the vessel is so fitted:  
Provided that the ship shall not discharge oil or oily mixture into the sea unless:
  - (i) the ship is not within a special area;
  - (ii) the ship is more than 12 miles from the nearest land;
  - (iii) the ship is proceeding *en route*;
  - (iv) the oil content of the effluent is less than 100ppm; and
  - (v) the ship has in operation approved oily-water separating equipment of a design which is approved in accordance with the specification set out in the Recommendations on International Performance and Test

(4) Chemicals discharged into the sea shall not contain chemicals or other substances in quantities or concentration which one hazardous to the marine environment or certain chemicals or other substances introduced for the purposes of circumventing the conditions of discharge prescribed by this regulation.

(5) Where an oil or oily mixture has not been unloaded as cargo it shall be retained on board and discharged into reception facilities.

(6) This regulation shall not apply to discharges which occur landward of the line which for the time being is the baseline for measuring the breadth of the territorial waters of Tanzania.

(7) Notwithstanding sub regulation (6), discharges prohibited by sub regulation (4) shall continue to be prohibited when made in the sea on the landward side of the line referred to in sub regulation (6).

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

- (a) a Tanzanian oil tanker; and
- (b) any other oil tanker wherever it is within Tanzanian controlled waters.

(2) An oil tanker to which this regulation applies shall not discharge any oil or oily mixture into any part of the sea unless:

- (a) the tanker is proceeding on an en route;
- (b) the tanker is not within a special area;
- (c) the tanker is more than 50 miles from the nearest land;
- (d) the instantaneous rate of discharge of oil content does not exceed 30 litres per mile;
- (e) the total quantity of oil discharged into the sea does not exceed 1/30,000 of the total quantity of the particular cargo of which the residue formed a part, or, in the case of existing tankers, the total quantity of oil discharged does not exceed 1/15,000 of the

total quantity of the particular cargo of which the residue formed a part; and the tanker has in operation an oil discharge monitoring and control system and a stop tank arrangement as required by regulation 17.

(3) The provisions of sub regulation (2) shall not apply to the discharge of clean or segregated ballast or unprocessed oily mixture which without dilution, has an oil content not exceeding 15 ppm and which does not originate from cargo pump room bilges and is not been mixed with oil cargo residue.

(4) Where an oil or oily mixture has not been unloaded as cargo it shall be retained on board and be discharged into reception facilities.

(5) This regulation shall not apply to discharges which occur landward of the line which for the time being is the baseline for measuring the breadth of the territorial waters of Tanzanian or inland waters.

16-(1) Subject to sub regulation (3) and (7), every ship of 400 GT and above but less than 10,000 GT shall be fitted with oil filtering equipment and a ship which carries ballast water in its bunker fuel tanks shall in addition:

- (a) be provided with an alarm device and the means for automatically stopping and discharge of oily mixture when the oil content in the effluent exceeds 15 ppm complying with the specifications referred to in sub regulation (6); and
- (b) discharge such ballast water into the sea unless using that equipment and a record of any such discharge made in the Oil Record Book; or
- (c) shall discharge the ballast water to reception facilities

(2) Subject to sub regulations (3) and (6), every ship which is of 10,000 GT and above shall be provided with:

Oil filtering  
equipment and  
oil discharge  
monitoring and  
control system



- (a) oil filtering equipment; and
  - (b) oil content measuring equipment fitted with an 15ppm alarm device and with arrangements for automatically stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 ppm.
- (3) The authority may waive the requirements in sub regulation (1) and (2) where a ship is engaged exclusively on voyages within special areas on condition that:

- (a) it is fitted with a holding tank having a volume adequate for the retention on board of all oily bilge water;
  - (b) all oily bilge water is retained on board for subsequent discharge to reception facilities;
  - (c) adequate reception facilities are available to receive such oily bilge water in ports or terminals that the ship calls at;
  - (d) the IOPP certificate, when required, is endorsed to the effect that the ship is exclusively engaged on voyages within special areas; and
  - (e) the relevant entries are recorded in the Oil Record Book.
- (4) Subject to sub regulation (7), every ship which is of less than 400 GT shall, so far as reasonably practicable, be constructed to ensure that oil or oily mixtures are retained on board and discharged to reception facilities or, if oil or oily mixtures are to be discharged into the sea, they are so discharged in accordance with the requirements of these regulations.

(5) Oil filtering equipment shall be of an approved design in accordance with the specification for such equipment set out in the Recommendations on International Performance and Test Specifications for Oily Water Separating Equipment and Oil Content Meters.

(6) Oil content measuring equipment and alarm device shall be of an approved design in accordance with the specification for such equipment set out in the Recommendations on International Performance and Test Specifications for Oily Water Separating Equipment and Oil Content Meters, and the arrangements for automatically stopping any discharge shall be of an approved design.

(7) A ship delivered before 1 January 2012 shall not be required to comply with this regulation before 1 January 2017.

(8) where the ship does not comply with sub regulation (7), it shall be fitted with oily-water separating equipment such as to ensure that any oily mixture discharged into the sea after passing through the equipment has an oil content not exceeding 100 ppm.

(a) be provided with an adequate means for cleaning cargo tanks and transferring the dirty ballast residues and tank washings from the cargo tanks into a slop tank;

(b) be provided with arrangements to transfer the oil waste into a slop tank or combination of slop tanks in compliance with regulation 15.

(c) have sufficient slop tank capacity to retain the slops generated by tank washings, oil residues and dirty ballast residues and its capacity should be not less than 3 percent of the cargo oil carrying capacity of the ship unless:

(i) where segregated ballast tanks or dedicated clean ballast tanks are provided in accordance with regulation 18, or a cargo tank cleaning system using crude oil washing, the total capacity of the slop tank or tanks may be reduced

Retention of oil  
on board

to 2 per cent of the oil carrying capacity of the ship;

(ii) in the case of combination carriers, the oil cargo is carried in tanks with smooth walls, when the said total capacity may be reduced to 1 per cent of the oil carrying capacity of the ship;

(iii) have slop tanks so designed, particularly as regards the position of inlets, outlets, baffles or weirs where fitted, as to avoid excessive turbulence and entrainment of oil or emulsion with water;

(2) New oil tankers of 70,000 tons deadweight and above shall be provided with at least two slop tanks. (3) Where the tank washing arrangements are such that, once the slop tank or tanks are charged with washing water, this water is sufficient for the tank washing and, where applicable, for providing the driving fluid for the pumps including educators, without the introduction of additional water into the system, the figures of 3 per cent, 2 per cent and 1 per cent may be reduced to 2 per cent, 1.5 per cent and 0.8 per cent respectively;

(4) (a) An oil discharge monitoring and control system of an approved design shall be installed in accordance with the Guidelines and Specification for Oil Discharge and Control Systems for Oil Tankers.

(5) Any oil discharge monitoring and control system shall be fitted with a recording device to provide, continuous record of the discharge of oil in litres per mile and the total quantity of oil discharged or, in lieu of the total quantity of oil discharged, the oil content and rate of discharge of the effluent.

(6) The record shall be identifiable as to the time and date and be kept for at least three years.

(7) The oil discharge monitoring and control system shall be brought into operation when there is a discharge of effluent into the sea and shall be such as to

ensure that any discharge of oily mixture is, automatically stopped when the instantaneous rate of discharge of oil exceeds 30 litres per mile.

(8) On any failure of the oil discharge monitoring and control system, the discharge shall be stopped and the failure noted in the Oil Record Book.

(9) A manually operated alternative oil discharge monitoring and control system shall be provided and be used in the event of such failure.

(10) Effective oil or water interface detectors, of a design approved in accordance with the Specifications for oil or water interface detectors, shall be provided for the rapid and accurate determination of the oil or water interface in slop tanks and in other tanks where the separation of oil and water is effected and from which it is intended to discharge effluent direct to the sea.

(11) Approved instruction manuals on the operation and maintenance of the various components comprising the oil discharge monitoring and control system shall be provided, to ensure that at no time will oil be discharged except in compliance with the conditions specified in regulation 15.

(12) Oil tankers of less than 150 GT shall retain oil and all contaminated washings on board for subsequent discharge to reception facilities.

(13) The total quantity of oil and water used for washing and returned to a storage or slop tank shall be recorded in the Oil Record Book.

(14) The provisions of sub regulations (1) to (11) shall not apply to any oil tanker which is engaged exclusively on voyages of 72 hours or less in duration and within 50 miles of the nearest land, provided that:

- (a) the oil tanker is engaged exclusively in trade between ports or terminals within the waters of Tanzania;
- (b) the oil tanker retains on board all oily-mixtures for subsequent discharge to reception facilities; and
- (c) the Authority has determined that adequate

facilities are available to receive such oily mixtures.

(15) The requirements of sub regulations (3) to (11) shall not apply to any oil tanker where:

(a) the tanker is an existing oil tanker of 40,000 deadweight tons or above, engaged in specific trades;

(b) the tanker is engaged exclusively on voyages within special areas or within 50 miles from the nearest land outside special areas;

(i) trading between ports and terminals within Tanzania; or  
(ii) on restricted voyages of 72 hours or less in duration;

(c) tankers to which sub regulation (15)(b) applies shall comply with the following requirements-

(i) ensure that all oily mixtures are retained on board for subsequent discharge to reception facilities;

(ii) ensure that adequate reception facilities are available to receive such oily mixtures in those oil loading ports or terminals the tanker calls at;

(iii) the IOPP or IZOPP Certificate is endorsed to the effect that the ship is exclusively engaged in one or more of the categories of voyages specified in sub regulation (15)(b) and

(iv) the relevant entries are recorded in the Oil Record Book.

(16) Provision sub regulations (1) to (11) shall not apply to oil tankers carrying asphalt or other products through their physical properties, inhibit effective product or water separation and monitoring.

measures for the prevention of oil pollution from ships operating in special areas

18-(1) for the purposes of this regulation the

special area:

- (a) Mediterranean Sea area;
- (b) the Baltic Sea area;
- (c) the Black Sea area the Antarctic area;
- (d) the Red Sea area;
- (e) the Gulf area
- (f) the Gulf of Aden area;
- (g) the North West European waters;
- (h) the Oman area of the Arabian Sea; and
- (i) any other area designated by the Minister following a Resolution of the Marine Environment Protection Committee of the International Maritime Organisation.

(2) The special areas in sub regulation (1) are defined as follows:

(a) "the Mediterranean Sea area" means the Mediterranean Sea including the gulfs and seas therein with the boundary between the Mediterranean and the Black Sea constituted by the 41°N parallel and bounded to the west by the Straits of Gibraltar at the meridian of 5°36'W;

(b) "the Baltic Sea area" means the Baltic Sea with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel to the Skaw in the Skagerrak at 57°44.8'N;

(c) "the Black Sea area" means the Black Sea with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41°N;

48°27'N on the French coast

48°27'N; 006°25'N

49°52'N; 007°44'W

50°30'N; 012°W

56°30'N; 012°012'W

62°N; 003°W

62°N on the Norwegian coast

57°44.8'N on the Danish and

"the Antarctic area" means the sea area south of 60° south latitude;

"the Red Sea area" means the Red Sea proper including the Gulfs of Suez and Agaba bounded at the south by the rhumb line between Ras si Ane (12°28.5' N, 043°19'.6' E) and Husn Murad (12°40'.4' N, 043°30'.2' E);

"the Gulfs area" means the sea area located north-west of the rhumb line between Ras al Hadd (22°30' N, 069°48' E) and Ras al Fasteih (25°04' N, 061°25' E);

"the Gulf of Aden area" means that part of the Gulf of Aden between the Red Sea and the Arabian Sea bounded to the west by the rhumb line between Ras si Ane (12°28'.5' N, 043°19'.6' E) and Husn Murad (12°40'.4' N, 043°30'.2' E) and to the east by the rhumb line between Ras Asir (11°50' N, 051°16'.E) and the Ras Fartak (15°35' N, 052°13'.8' E).

"The North West European waters" include the North Sea and its approaches, the Irish Sea and its approaches, the Celtic Sea, the English Channel and its approaches and part of the North East Atlantic immediately to the west of Ireland. The area is bounded by lines joining the following points.

"The Oman area of the Arabian Sea" means the sea area enclosed by the following co-ordinates:-

- 22°30'.00N; 059°48.00 E
- 23°47'.27N; 060°35'.73 E
- 22°40'.62N; 062°25'.29 E
- 21°47'.40N; 063°22'.22 E
- 20°30'.37N; 062°52'.41 E
- 19°45'.90N; 062°25'.97 E
- 18°49'.92N; 062°02'.94 E

(d)

(e)

(f)

(g)

(h)

(i)

16°43'.71N; 060°25'.62 E  
 16°03'.90N; 059°32'.24 E  
 15°15'.20N; 058°58'.52 E  
 14°36'.93N; 058°10'.23 E  
 14°18'.93N; 057°27'.03 E  
 14°11'.53N; 056°°.75 E  
 13°45'.86N; 055°54'.53 E  
 14°27'.38N; 054°51'.42 E  
 14°40'.10N; 054°27'.35 E  
 14°46'.21N; 054°08'.56 E  
 15°20'.74N, 053°38'.33 E  
 15°48'.69N; 053°32'.07 E  
 16°23'.02N; 053°14'.82 E  
 16°39'.06N; 053°06'.52 E

(3) Subject to the provisions of regulation 13 (3), the following are prohibited:

- (a) in the Antarctic area, any discharge into the sea from any Tanzanian ship of oil or oily mixture; and
- (b) in every special area:

- (i) any discharge into the sea of any oil or oily mixture Tanzanian oil tanker or Tanzanian ship of 400 GT or above other than an oil tanker; and
- (ii) any discharge into the sea of any oil or oily mixture from a Tanzanian ship of less than 400 GT other than an oil tanker, except when the oil content of the effluent without dilution does not exceed 15 ppm.

(3) Sub regulation (3) shall not apply to the discharge of:

- (a) any clean or segregated ballast;
- (b) processed bilge water from machinery spaces, provided that all the following conditions are satisfied that the:
  - (i) the bilge water does not originate from cargo pump room bilges;
  - (ii) the bilge water is not mixed with



- the ship is proceeding on a voyage;
- (iii) the oil content of the effluent, without dilution, does not exceed 15 ppm of mixture;
- (iv) the ship has in operation an oil filtering system complying with regulation 14(5) and equipment complying with regulation 14(6);
- (v) the oil filtering system is equipped with a stopping device which will ensure that the discharge is automatically stopped if the oil content of the effluent exceeds 15 ppm parts of the mixture.
- (4) A discharge into the sea shall not contain chemicals or other substances in quantities or concentrations which are hazardous to the marine environment or which contain chemicals or other substances introduced for the purpose of circumventing the conditions of discharge specified in this regulation.
- (5) Where residues of oil or oily mixture are not be discharged into the sea, they shall be retained on board and be discharged into reception facilities.
- (6) A Tanzanian ship shall not enter the Antarctic unless:
- (a) it is fitted with a tank or tanks of sufficient capacity for the retention on board of all sludge, dirty ballast, tank washing water and other oily residues and mixtures while operating in the area; and
- (b) it has concluded arrangements to have such oily residues and mixtures discharged into a reception facility after it has left the area.

PART IV  
REQUIREMENTS FOR THE SEGREGATION OF CARGO

19.-(1) A new crude oil tanker of 20,000 tons deadweight and above and every new product carrier of 30,000 tons deadweight and above shall be provided with segregated ballast tanks.

(2) The capacity of the segregated ballast tanks shall be such that the ship can operate safely on ballast voyages without recourse to the use of cargo tanks for water ballast except as provided for in sub regulations (3) or (4):

(3) The capacity of the segregated ballast tanks shall be such that, in any ballast condition at any part of the voyage the ship's draughts and trim meets the following requirements:

(a) the moulded draught amidships (dm) in metres without taking into account any ship's deformation, shall not be less than  $2.0+0.02L$ ;

(b) the draughts at the forward and after perpendiculars shall correspond to those determined by the draught amidships (dm) as specified in sub regulation (a), in association with the trim by the stern of not greater than 0.015L; and

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

(4) Ballast water shall not carry cargo tanks, except:

(a) on those voyages where 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;

General  
application for  
new tankers

(b) where the particular character of the operation of an oil tanker renders it necessary to carry ballast water in excess of the quantity which may be carried in segregated ballast tanks provided that the Authority has approved that method of operation.

(5) Any additional ballast water shall be processed and discharged in accordance with the requirements of regulations 15 and 17 and an entry of the discharge shall be made in the Oil Record Book.

(6) In the case of new crude oil tankers, any additional ballast in shall be carried only in cargo tanks that have been crude oil washed before departure from an oil unloading port or terminal.

(7) Notwithstanding the provisions of sub regulation (2) the capacity of the segregated ballast tanks for new oil tankers less than 150 metres in length shall be as may be determined by the Authority.

(8) A new crude oil tanker of 20,000 tons deadweight and above shall be fitted with a cargo tank cleaning system using crude oil washing, within one year after the tanker is 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.

(9) Where an oil tanker carries crude oil which is not suitable for crude oil washing, it shall operate the cargo tank cleaning system.

20-(1) An existing crude oil tanker of 40,000 tons deadweight and above shall be provided with the segregated ballast tanks and shall comply with the requirements of regulation 19 (2) and (4).

(2) An existing crude oil tanker of 40,000 tons deadweight and above may, in lieu of being provided with segregated ballast tanks, operate with a cargo tank cleaning procedure by using crude oil washing in accordance with regulation 23 unless the crude oil tanker is intended to carry crude oil which is not suitable for crude oil washing.

Requirements for existing crude oil tankers

21. Every existing product carrier of 40,000 tons deadweight and above shall be provided with segregated ballast tanks complying with the requirements of sub regulation (2) and (4) of regulation 19 or may operate with dedicated clean ballast tanks.

22. An oil tanker which is not required to be provided with segregated ballast tank may be described in the IOPP or TZOPP Certificate as a segregated ballast tanker if it complies with the requirements of sub regulations (2) and (4) of regulation 19

23. In every new crude oil tanker of 20,000 tons deadweight and above and every new product carrier of 30,000 tons deadweight and above, the segregated ballast tanks which are located within the cargo tank length shall be arranged, in accordance with the First Schedule to these regulations.

24.(1) An oil tanker operating with dedicated clean ballast tanks shall have adequate tank capacity and be dedicated solely to the carriage of clean ballast.

(2) The arrangements and operational procedures for dedicated clean ballast tanks shall comply with the requirements of specifications for oil tankers with dedicated clean ballast tanks.

(3) An oil tanker operating with dedicated clean ballast tanks shall be equipped with an oil content meter approved in accordance with the specifications for such equipment.

(4) An oil tanker operating with dedicated clean ballast tanks shall be provided with a dedicated clean ballast tank operation manual detailing the system and specifying operational procedures.

(5) The clean ballast tank operation manual shall be approved by the Authority and contain all the information set out in the specifications.

(6) Where an alteration affecting the dedicated clean ballast tank system is made, the clean ballast tank operation manual shall be revised, and approved by the Authority.

Requirement for existing product carriers

Requirement for a segregated ballast oil tanker

Location of segregated ballast spaces

Oil tankers to have adequate tank capacity

(3) Ballast water, including clean ballast water, and tank washing residues shall be retained on board until they are transferred to the reception facilities, and the entry relating to the transfer in the Oil Record Book

(2) The provisions of sub regulation (1) shall apply only when the ports or terminals where the cargo is loaded on such voyages are provided with reception facilities adequate for the reception and treatment of all the ballast and tank washing water from oil tankers using ports or terminals.

(b) the voyage is entirely within other limits designated by the Minister.  
(a) the voyage is entirely within a special area; or

26-(1) The provisions of sub regulation (2), regulations 19(8), 20 (2) and 21 shall not apply to an existing oil tanker engaged solely in specific trade between Ports or terminals within a Convention Country or ports or terminals between two or more Convention Countries, where:

(6) Where any alteration is made affecting the crude oil washing system the operations and equipment manual shall be revised and approved by the Authority.  
(5) The operations and equipment manual shall be approved by the Authority.

(4) An oil tanker operating with accrued oil washing system shall be provided with an operations and equipment manual.  
(3) Sufficient cargo tanks shall be crude oil washed prior to each ballast voyage and the ballast water be put only into cargo tanks whose crude oil is washed.

(2) The crude oil washing installation, associated equipment, arrangements and qualification of personnel shall comply with the requirements and specifications for the design, operation and control of crude oil washing systems.

25-(1) Every crude oil washing system shall comply with the requirements of these regulations.

Existing oil tankers engaged in specific trades

Requirements for crude oil washing

6

2

7

referred shall be endorsed by a competent authority appointed by the Convention Country.

(4) An agreement may be reached between the Minister and the Governments of the Convention Country or countries referred to in sub regulation (1) on the use of an existing oil tanker for such a trade.

(5) The adequacy of reception facilities at the ports or terminals shall be approved by the governments of the Convention Countries within which those ports or terminals are situated; and

(6) The IOPP Certificate shall be endorsed to the effect that the oil tanker is solely engaged in such specific trade.

27-(1) Where an existing oil tanker of 40,000 deadweight tons and above is so constructed or operates in such a manner that it complies at all times with the draught and trim requirements without recourse to the use of ballast water, it shall be deemed to comply with the segregated ballast tank requirements:

- (a) the operational procedures and ballast arrangements have been approved;
  - (b) when the draught and trim requirements are achieved through an operational procedure, agreement as to the use of that procedure has been reached between the Minister and the Government of the Convention Countries; and
  - (c) the IOPP Certificate has been endorsed to the effect that the oil tanker is operating within the special ballast arrangements.
- (2) Ballast water shall not be carried in cargo oil tanks except on those voyages where 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.
- (3) The additional ballast water shall be discharged in compliance with regulation 15 and 17 and the discharge of such water shall be entered in the Oil

Existing oil tankers with special ballast arrangements

28.-(1) Except as provided in sub regulation (2), in new ships of 400 GT and above other than oil tankers, and in new oil tankers of 150 GT and above ballast water shall not be carried in any oil fuel tank.

(2) Where abnormal conditions or the need to carry large quantities of oil fuel render it necessary for ships to carry ballast water which is not clean water in any oil fuel tank, such ballast water shall be discharged to reception facilities or into the sea using the equipments specified in regulation 16(2), and the discharge shall be entered in the Oil Record Book.

(3) A ship shall comply with the requirements of sub regulation (1) so far as it is reasonable and practicable to do so.

(4) Oil shall not be carried on a ship of 400 GT and above for which the building contract is placed after 1<sup>st</sup> January 2007 or, in the absence of a building contract, the keel of which is laid or which is at a similar stage of construction after 1<sup>st</sup> July 2007, in a forepeak tank or a tank forward of the collision bulkhead.

(5) After 1<sup>st</sup> January 2015 any ship falling under the provision of sub regulation (4) shall not carry oil in a forepeak tank or a tank forward of the collision bulkhead.

29.-(1) A ship of 400 GT and above shall be provided with a tank of adequate capacity, having regard to the type of machinery installed and length of voyage, to receive oily residues which cannot be dealt with in accordance with the requirements of these Regulations.

(2) In new ships, such tanks shall be designed and constructed to facilitate their cleaning and the discharge of residue to reception facilities.

(3) The owner of an existing ship shall ensure that the ship is provided with a means, accepted by the Authority of cleaning and discharge of residue to reception facilities by 31<sup>st</sup> December 2013.

(4) A ship to which this regulation applies shall be provided with piping, led to the open deck and there fitted with a flange in accordance with dimensions given

Segregation of oil  
and water ballast  
and carriage of oil  
in forepeak tanks

Tanks for oil  
residues

in the Second Schedule to those regulations, to enable residue from machinery spaces and machinery space bilges to be pumped into a reception facility.  
(5) The Piping to and from sludge tanks shall have no direct connection overboard other than the discharge connection required by sub regulation (4)

30-(1) In every oil tanker, a discharge manifold for the discharge of dirty ballast water or oil contaminated water to reception facilities shall be located on the open deck on both sides of the ship.

(2) In every oil tanker, pipelines for any discharge to the sea of ballast or oil contaminated water from cargo tank areas shall be led to the open deck or to the ship's side above the waterline in the deepest ballast condition, or, subject to the approval of the Authority, below the waterline:

- (a) to enable such discharge below the waterline as are permitted to be made; and
- (b) where the discharge outlet is located above the departure ballast waterline but not above the waterline in the deepest ballast condition, if so located before 1<sup>st</sup> January 2007.

(3) Every new oil tanker, shall be provided with means for stopping the discharge into the sea of ballast water or oil contaminated water from cargo tank areas, other than those discharges below the waterline from a position on the upper deck or above, and so located that the manifold and the discharge to the sea from the pipe lines referred to may be visually observed.

(4) Where an effective communication system is provided between the observation position and the discharge contract position the means for stopping this discharge may be situated away from the observation position.

(5) Every new oil tanker required to be provided with segregated ballast tanks or fitted with a crude oil washing system shall:

Pumping, piping and discharge arrangements of oil tankers



(a) be equipped with oil piping so designed and installed that oil retention in the lines is minimised;

(b) be provided with means to drain all cargo pumps and all oil lines at the completion of cargo discharge where necessary by connection to a stripping device, so designed that the line and pump drainings shall be capable of being discharged both ashore and to a cargo tank or a slop tank.

(c) In case of discharge ashore a special small diameter line shall be provided and connected outboard of the deck manifold valves, both port and starboard.

(6) Every existing crude oil tanker required to be provided with segregated ballast tanks, to be fitted with a crude oil washing system or to operate with dedicated clean ballast tanks, shall comply with the provisions of sub regulation (5)(b).

(7) Ballast water or oil contaminated water from the cargo tank areas of any oil tanker shall be discharged only above the waterline, except that:

(a) segregated ballast and clean ballast may be discharged below the waterline:

(i) in ports or at offshore terminals; or

(ii) at sea by gravity, provided that the surface of the ballast water has been examined immediately before the discharge to ensure that no contamination with oil is taken place;

(b) existing oil tankers which, without modification, are not capable of discharging segregated ballast above the waterline may discharge segregated ballast below the waterline at sea,

(c) existing oil tankers operating with dedicated clean ballast tanks which without modification, are not capable of discharging ballast water from the

- dedicated clean ballast tanks above the waterline, may discharge the ballast below the waterline provided that the discharge of the ballast water is supervised with the aid of an oil content meter.
- (d) dirty ballast water or oil contaminated water from tanks in the cargo area of an oil tanker at sea, other than slop tanks, may be discharged by gravity below the waterline, provided that sufficient time has elapsed in order to allow oil or water separation to have taken place and the ballast water is examined immediately before the discharge with an oil or water interface detector.
- (c) dirty ballast water or oil contaminated water from cargo tank areas of an existing oil tanker may be discharged below the waterline, subsequent to or in lieu of discharge by the method referred to in paragraph (d), provided that:
- (i) a part of the flow of such water is led through permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation; and
- (ii) such part flow arrangements comply with the requirements set out in the Third Schedule to these Regulations.

PART V  
REQUIREMENTS FOR MINIMISING OIL POLLUTION  
FROM OIL TANKERS

31. For the purposes of determining the interpretation of side and bottom damages permissible size and arrangements of cargo tanks and for assessing the standard of subdivision of oil tankers the meaning of "side and bottom damage" and "hypothetical outflow of oil" are set out in the Fourth Schedule to these regulations.

32.-(1) This regulation shall apply to every new tanker or the existing oil tanker if:

(a) it was delivered to its first owner after 1<sup>st</sup> January 1977; or

(b) it was delivered to its first owner on or before:

- (i) 1<sup>st</sup> January 1977; and
- (ii) the building contract for the tanker was placed after 1<sup>st</sup> January 1974, or in cases where there was no building contract the keel was laid or the tanker was at a similar stage of construction after 30th June 1974.

(2) The Cargo tanks of oil tankers shall be of such size and arrangement that the hypothetical outflow side or bottom damage, are calculated in accordance with the provisions of the Fourth Schedule to these regulations and anywhere in the length of a ship which does not exceed 30,000 cubic metres or 4003XDW, whichever is the greater, but subject to a maximum of 40,000 cubic metres.

(3) The volume of any one wing cargo oil tank of an oil tanker shall not exceed 75 per cent of the limits of the hypothetical outflow side bottom referred to in sub regulation (2) and the volume of any one centre cargo oil tank shall not exceed 50,000 cubic metres.

(4) In segregated ballast oil tankers the permitted volume of a wing cargo oil tank situated between two segregated ballast tanks, each exceeding longitudinal extent in length may be increased to the maximum limit of hypothetical oil outflow provided that the width of the wing tanks exceeds the transverse extent as defined in the Fourth Schedule to these regulations.

(5) The length of each cargo tank shall not exceed 10 metres or one of the following values, whichever is the greater:

(a) where no longitudinal bulkhead is provided inside the cargo tanks, the lesser of

$$b_i$$

$$(0.5 - + 0.1) L$$

(b) where a centreline longitudinal bulkhead is provided inside the cargo tanks:

$$b_i$$

$$(0.25 - + 0.15) L$$

(c) where two or more longitudinal bulkheads all provided inside the cargo tanks:

(i) for wing cargo tanks:  $0.2L_i$ ; and

(ii) for centre cargo tanks:

$$b_i$$

$$\frac{B}{b_i}$$

is equal to or greater than one fifth:  $0.2L$

$$B$$

$$\frac{B}{b_i}$$

is less than one fifth:

$$B$$

where no centre line longitudinal is bulkhead:

$$b_i$$

$$(0.25 - + 0.15) L$$

$$B$$

where a centre line longitudinal is bulkhead:

$$b_i$$

$$(0.25 - + 0.15) L$$

$$B$$

and in this paragraph "b" is the minimum distance from the ship's side to the outer longitudinal bulkhead of the tank in question measured inboard at right angles to the centre line at the level corresponding to the assigned summer freeboard.

(6) In order not to exceed the volume limits established by those regulations and irrespective of the type of cargo transfer system installed, when such a system inter-connects with two or more cargo tanks, valves or other similar closing devices, it shall be provided with for separating the tanks from each other and shall be closed when the tanker is at sea.

(7) The lines of piping which run through cargo tanks in a position less than 10 from the ship's side or less than 15 from the ships bottom, where 15 is defined in the Fourth schedule to these regulations, shall be fitted with valves or similar closing devices at the point at which they open into any cargo tank.

(8) The valves referred to in sub regulation (7) shall be kept closed at sea at any time when the tanks contain cargo oil, except that they may be opened for cargo transfer needed for the purpose of trimming the ship.

33-(1) Every new oil tanker shall comply with the subdivision and damage stability criteria specified in the Fifth Schedule to these regulations.

(2) The owner shall supply to the master of every new oil tanker and the person in charge of a new non-self propelled oil tanker to which these regulations apply, with:

- (a) the information relating to loading and distribution of cargo necessary to ensure compliance with these regulations;
- (b) the data on the ability of the ship to comply with the damage stability criteria prescribed by this regulation,
- (c) any lesser requirements imposed by the Minister.

Subdivision and stability

regulation (2) shall be supplied in an approved form to be determined by the Authority.

#### PART VI

#### IMPROVED REQUIREMENTS FOR THE DESIGN AND CONSTRUCTION OF OIL TANKERS AGAINST OIL POLLUTION

34.(1) This regulation applies to oil tankers of 600 tons deadweight and above:

- (a) for which the building contract was placed on or after 6th July 1993;
- (b) in the absence of a building contract, the keel of which was laid or which was at a similar stage of construction on or after 6th January 1994;
- (c) the delivery of which was on or after 6th July 1996; or
- (d) which has undergone a major conversion:
  - (i) for which the contract was placed after 6th July 1993;
  - (ii) in the absence of a contract, the construction work of which become effective after 6th January 1994; or
  - (iii) which was completed after 6th July 1996.

(2) Subject to sub-regulations (4) and (5), an oil tanker of 5,000 tons deadweight and above shall comply with the requirements of sub-regulation (3) and, in the case of a new oil tanker of 20,000 dead weight, and every new product carrier of 30,000 tons dead weight and above:

- (3) The entire cargo tank length shall be protected by ballast tanks or spaces other than cargo and fuel oil tanks, in accordance with the requirements set out in the Sixth Schedule to these regulations.
- (4) Double bottom tanks or spaces may be dispensed with, if the design of the tanker meets the conditions set out in the Seventh Schedule to these regulations.

(c) All oil tankers may continue to carry members of design and construction other than the provision of sub regulation 3 or 4 provided that such methods.

(a) ensure at least the same level of protection against oil pollution in the event of collision or stranding; and  
(b) have the approval of the authority based on guidelines developed by the Organisation.

(6) An oil tanker shall not carry oil in any space extending forward of a collision bulkhead:  
Provided that an oil tanker which is not required to have a collision bulkhead shall not carry oil in any space extending forward of the transverse plane perpendicular to the centreline that is located as if it were a collision bulkhead.

(7) In approving the design and construction of an oil tanker the Certifying Authority shall have due regard to general safety considerations including the need for the maintenance of and for inspections of wing and double bottom tanks or spaces.

35.-(1) A single hull oil tankers is required to comply with double hull or equivalent design requirements.  
(2) This regulation shall apply to an oil tanker of 5,000 tons deadweight and above:  
(a) for which the building contract was placed before 6<sup>th</sup> July 1993, or

(b) in the absence of a building contract, the keel of which was laid or which was at a similar stage of construction before 6<sup>th</sup> January 1994, or  
(c) the delivery of which was before 6<sup>th</sup> July 1996, or

(d) which had undergone a major convention: (i) for which the contract was placed before 6<sup>th</sup> July 1993, or (ii) in the absence of a contract, the

Compliance with double hull or equivalent design

begun on or before 6... January  
1994, or  
(iii) which was completed on or before  
6<sup>th</sup> July 1996.

(3) This regulation shall not apply to an oil  
tanker which:

(a) complies with the requirements of the  
Sixth Schedule to these regulations;

(b) complies with those requirements as  
modified in accordance with the Seventh

Schedule to these regulations; or

(c) conforms to other methods of design and  
construction which ensure at least the

same level of protection against oil  
pollution in event of collision or stranding

and have the approval of the Authority  
based on guidelines developed by the

organisation.

(4) An oil tanker which does not meet the

requirements mentioned in sub regulation (3) regarding  
minimum distances between the cargo tank boundaries of

the ship side and bottom plating, shall be treated as  
meeting those requirements if:

(a) the side protection distance is not less than

that which the IBC Code specifies for  
Type 2 cargo tank location that is to say,

the said distance is nowhere less than  
760mm from the shell plating, and

(b) the bottom protection distance is not less

than the lesser of N/15 or 2 metres, and

(5) For the purpose of this regulation "the IBC

Code" means the International Code for the Construction  
and Equipment of Ships Carrying Dangerous Chemicals

in Bulk (1988 Edition) published by the Organization.  
(6) A category 1 oil tanker to which this

regulation applies:

(a) if it is a Tanzanian oil tanker, shall not  
operate, and

(b) if it is any other oil tanker, shall not enter



or leave a port or offshore terminal or anchor in an area under the jurisdiction of Tanzania:

- (i) if the ship was delivered in 1981 or earlier, or was delivered in 1982 on or before 4th August, on or after the day these Regulations came into force,
  - (ii) if the ship was delivered in 1982 after 4th August, on or after the anniversary in 2005 of the day and month of that ship's delivery.
- (7) A category 2 or 3 oil tanker to which this regulation applies if:

- (a) it is a Tanzanian oil tanker, shall not operate, and
- (b) it is any other oil tanker, shall not enter or leave a port or offshore terminal or anchor in an area under the jurisdiction of Tanzania if:

- (i) the ship was delivered in 1976 or earlier, or was delivered in 1977 on or before 4th August, on or after the day these Regulations came into force,
- (ii) the ship was delivered in 1984 or later, on or after the anniversary in 2010 of the day and month of that ship's delivery.

(8) A category 2 or 3 oil tanker which is equipped only with double bottoms or double sides not used for the transport of oil and extending to the whole length of the cargo tank, or with double-hulled spaces not used for the transport of oil and extending to the whole length of the cargo tank, but which does not meet the conditions for exemption from the provisions of paragraph 1(c) of regulation 13G of Part 1A of the Ninth Schedule to these Regulations, may continue to operate after the date set out in relation to such a ship in sub regulation (7), but not beyond the anniversary of the date of delivery of the ship in the year 2015 or the date on

which the ship reaches the age of twenty five years from its date of delivery, whichever is the sooner.

(9) An oil tanker shall not carry heavy grades of oil and enter or leave a port, offshore terminal or put anchor in an area under the jurisdiction of Tanzania unless:

(a) it is a double hull oil tanker;

(b) it is an oil tanker of less than 5,000 tons deadweight operating on or before the year 2015 of the day and month of that ship's delivery;

(c) it is an oil tanker operating exclusively in ports and inland navigation and duly certified under the inland waterway legislation applicable to the ship; or

(d) it is an ice-strengthened single-hull oil tanker operating before 21st October 2005 in ice conditions which require the use of such a vessel, equipped with a double bottom not used for the transport of oil and extending over the entire length of the cargo tank, carrying heavy grades of oil only in its central tanks.

(10) Sub regulation (11) shall apply to a category 2 or 3 oil tankers:

(a) on and after 4th August 2005 if on or before that date the ship has been subject to a renewal or intermediate survey following the fifteenth anniversary of the day and month of the ship's delivery; and

(b) in any other case, from the date on which the ship first has a renewal or intermediate survey following the fifteenth anniversary of the day and month of the ship's delivery.

(11) A ship to which this regulation applies:

(a) if it is a Tanzanian tanker shall not operate; and

(b) if it is any other tanker, shall not enter or leave a port or offshore terminal or anchor

in an area under the jurisdiction of Tanzania, unless it complies with the Condition Assessment Scheme adopted by Resolution 94(46) of 27th April 2001 of the Marine Environment Protection Committee of the Organization and amended by Resolution 99(48) of 11th October 2002 and Resolution 112(50) of 4th December 2003 of that Committee."

36 The Authority may grant an exemption from any of the provisions of sub regulations (6) to (11) for:

- (a) an oil tanker to enter a port or offshore terminal within the jurisdiction of Tanzania;
- (b) exceptional circumstances to be determined by the Authority; and
- (c) a place of refuge where the oil tanker is in difficulty or is unloaded and proceeding to a port of repair.

37. In this regulation:

"category 1 oil tanker" means an oil tanker of 20,000 tons deadweight and above carrying crude oil, fuel oil, heavy diesel oil or lubricating oil as cargo, and of 30,000 tons deadweight and above carrying oil other than the above, which does not comply with the requirements for new oil tankers as defined in Regulation 1(26) of Annex I of the Convention,

"category 2 oil tanker" means an oil tanker of:

- (a) 20,000 tonnes deadweight and above which carries cargo of crude oil, fuel oil, heavy diesel oil or lubricating oil, or
- (b) 30,000 tonnes deadweight and above which carries cargo oil other than oil mentioned in paragraph (a) and which complies with the requirements for new oil tankers as defined in Regulation 1(26)

Categories of oil tankers

Exemption by the Authority

provided with segregated ballast tanks  
protectively located ("SBT/PL");  
"category 3 oil tanker" means an oil tanker of 5,000  
tons deadweight and above other than a category  
1 or category 2 oil tanker,  
"double hull oil tanker" means:

(a) in relation to an oil tanker of 5,000 tonnes  
deadweight and above, an oil tanker  
which complies with:

(i) the double hull or equivalent in  
item 13F of Part IA of the Ninth  
Schedule to these Regulations; or  
(ii) item 13G of Part IA of the Ninth  
Schedule to these Regulations  
and

(b) in relation to an oil tanker of 600 tonnes  
deadweight and above but less than 5,000  
tonnes deadweight, an oil tanker which:

(i) is fitted with double bottom tanks  
or spaces in compliance with item  
13F(7)(a) of Part IA of the Ninth  
Schedule to these Regulations;

(ii) is fitted with wing tanks or spaces  
arranged in accordance with item  
13F(3)(a) of Part IA of the Ninth  
Schedule to these Regulations;  
and

(iii) complies with the requirement for  
distance as referred to in item  
13F(7)(b) of Part IA of the Ninth  
Schedule to these Regulations;

"fuel oil" means heavy distillates or residues from  
crude oil or blends of such materials  
intended for use as a fuel for the  
production of heat or power of a quality  
equivalent to the specification acceptable  
to the International Maritime  
Organisation,  
"heavy diesel oil" means marine diesel oil, other

temperature not exceeding 34°C when tested by the method acceptable to the International Maritime Organisation,

"heavy grades of oil" means:  
(a) crude oils having a density at 15°C which is higher than 900kg/m<sup>3</sup>(5) which corresponds to an API grade of less than 25.7;

(b) fuel oils having a density at 15°C which is higher than 900 kg/m<sup>3</sup> or a kinematic viscosity at 50°C which is higher than 180mm<sup>2</sup>/s(6) which corresponds to a kinematic viscosity of over 189cSt;

"T" bitumen and tar and their emulsions;" "L" has the meaning given in Regulation 13E(2) of Annex I of the Convention,

"new oil tanker" means a new oil tanker as defined in Regulation I (26) of Annex I of the Convention.

#### PART VII

#### OFFSHORE INSTALLATIONS

38-(1) The owner or offshore operator of ships engaged the exploration, exploitation and associated with offshore processing of seabed mineral resources, shall comply with the requirements of these Regulations, notwithstanding that the installations are not proceeding, except that:

(a) he shall be equipped as far as practicable with the systems and tanks required by regulations 16 and 29(1), (2);

(b) he shall keep a record of all operations involving oil or oily mixture discharges, in an approved form.

(2) Unless the discharge is one specified in regulation 13, an offshore installation when so engaged shall not discharge into the sea any oil or oily mixture with an oil content of 15ppm or more.

Requirements for  
offshore  
installations

- (3) For the purpose of this regulation
  - (a) "offshore installation" means any mobile, fixed drilling, production platform or any other platform used in connection with the exploration, exploitation or associated offshore processing of sea-bed mineral resources;
  - (b) "oil or oily mixtures" means discharge associated with machinery space drainage and does not include production or displacement water discharge.

PART VIII

PREVENTION OF POLLUTION ARISING FROM AN OIL POLLUTION INCIDENT

39-(1) Every oil tanker of 150 GT and above and every ship not being an oil tanker of 400 GT and above shall carry on board a shipboard oil pollution emergency plan to be approved by the Authority.

(2) The plan shall be in accordance with the guidelines for the development of shipboard oil pollution emergency plans adopted by the Marine Environment Protection Committee of the Organization on 6th March 1992 by Resolution MEPC 54(32).

(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 by the Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations, 2011;
- (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 an incident; and
- (d) the procedures and point of contact on the ship for co-ordinating shipboard action

Shipboard oil pollution emergency plan

with national and local authorities in combating the pollution.  
(4) In the case of ships to which regulation item 16 of Part II of the Ninth Schedule to these Regulations applies, such a plan may be combined with the Shipboard Marine Pollution Emergency plan for noxious liquid as set out in item 16 of Part II of the Ninth Schedule to these Regulations and in this case the title of the plan shall be "Shipboard Marine Pollution Emergency Plan".

PART IX  
POWER TO INSPECT, ENTER AND DETAIN

40-(1) A ship to which these Regulations apply shall be subject to inspections by persons appointed by the Authority while on any port or offshore terminal of Tanzania.

(2) An inspection shall be limited to verifying that there is onboard a valid IOPP Certificate in the form prescribed by the Convention or a TZOPP Certificate in a form prescribed by the Authority, unless there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of that Certificate.

(3) Where the ship does not carry a valid certificate, the inspector shall take such steps as he may consider necessary to ensure that the does shall not sail until it can proceed to sea without presenting an unreasonable threat or harm to the marine environment.  
(4) The Authority may permit the ship to leave the port or offshore terminal for the purposes of proceeding to the nearest appropriate repair yard.

(5) Notwithstanding sub regulation (2), and without prejudice to any specific control provisions over operational procedures provided for in these Regulations, the inspector may investigate any operation regulated by these Regulations if there is a clear ground for believing that the master or crew is not familiar with essential ship board procedures for preventing pollution by oil.

(6) Where an inspection referred to under sub regulation (5) reveals deficiencies, the inspector shall take such steps as to ensure that the ship does not sail until the situation has been brought to order in accordance with these Regulations.

(7) Upon receiving evidence that a particular ship has discharged oil or an oily mixture contrary to the provisions of these Regulations the Minister shall cause the matter to be investigated and shall inform the State which has reported the contravention, as well as the Organisation, of the action taken.

(8) For the purposes of this regulation any person appointed as an inspector shall have the powers of an inspector set out in sections 382 and 386 of the Act.

41-(1) Where a harbour master has reason to believe that a ship proposing to enter or leave the harbour does not comply with the requirements of these Regulations, he shall immediately report the matter to the Authority.

(2) Where the Authority is satisfied that the ship presents an unreasonable threat of harm to the marine environment, it may deny entry or exit of the ship into the ports or offshore terminals of Tanzania.

(3) In any case where:  
(a) a ship is suspected to present an unreasonable threat;

(b) the steps to be taken by an inspector under regulation 39(2) or (5) involve detention of the ship;

(c) an accident occurs to a non-Tanzanian ship, or a defect is discovered to a non-Tanzanian ship, either of which substantially affects the integrity of the ship or the efficiency or completeness of its equipment, and a full and proper report of that accident or defect has not been made to the appropriate authority for that ship, or

(d) within a reasonable period of a report being made of an accident to or defect of a non-

Power to deny entry or detain

Cap 165



Tanzanian ship and the Authority is not satisfied that the action taken is sufficient enough to restore the integrity of the ship or the efficiency or completeness of its equipment, the ship shall be liable to the penalty stipulated in section 409 of the Act.

(4) Where a ship other than a Tanzanian ship is -

(a) denied entry; or

(b) detained;

the Authority 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.

PART X

OFFENCES AND PENALTIES

42-(1) Where any ship fails to comply with any requirement of these Regulations other than regulations, 15 or 18 the owner or master of the ship shall each be liable to a fine of not less than the equivalent in Tanzanian shillings of the United States Dollars thirty thousand or to imprisonment for a term not exceeding five years or to both.

(2) Where any ship fails to comply with any requirement of regulation 14, 15 or 18, the owner and the master of the ship shall be liable to a fine of not less than the equivalent in Tanzanian shillings of the United States Dollars fifty thousand or to imprisonment for a term not exceeding three years or to both.

(3) It shall be a defense for a person charged under sub regulation (1) of these regulations to show that he took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

(4) Without prejudice to sub regulation (3), where an offence is committed, or would have been committed by any person due to the act or default of some other person, that other person shall be guilty of the offence, and a person may be charged with and convicted

Offences and penalties

mentioned person have been instituted.

43.- (1) Any document required or authorised, by virtue of any statutory provision, to be served on a foreign company for the purposes of the institution of or otherwise in connection with, proceedings for an offence and contravenes regulation 14, 15 or 18 shall be treated as duly served to that company if the document is served to the master of the ship.

(2) A person authorised to serve any document for the purposes of the institution of, or otherwise in connection with proceedings for an offence under these Regulations shall have the right to go onboard the ship in question.

(3) For the purpose of this regulation, a 'foreign company' means a company or body which is not registered under the Company's Act.

(4) A person exercising the power of detention shall immediately release the ship where :

(a) the proceedings for the offence in question have not been instituted within the period of fourteen days from the day on which the ship was detained;

(b) the proceedings have been concluded in favour of the master or owner;

(c) either :  
(i) the sum of United States Dollars 300,000 is paid to the Authority by way of security;

(ii) security which, in the opinion of the Authority, is satisfactory and is for an amount not less than United States Dollars 300,000 is given to the authority, by or on behalf of the master or owner;

(d) master or owner if convicted of the offence, pays any costs or fine imposed on him; or

(e) the release is ordered by a court or tribunal

Enforcement and application of fines

Cap 212

1982.

(5) The Authority shall repay any sum paid in pursuance of sub regulation (3)(c) or release any security so given if:

(a) the proceedings for the offence in question have not been instituted within the period of seven days from the date on which the sum is paid; or

(b) the proceedings, are concluded in favour of the master or owner.

(6) Where a sum has been paid, or security has been given, by any person in pursuance of sub regulation (4)(c) and the master or owner is convicted of the offence in question, the sum so paid or the amount made available under the security shall be applied as follows:

(a) first in payment of any costs or fine ordered by the court to be paid by the master or owner;

(b) any balance shall be repaid to the person paying the sum, or giving the security.

(7) For the purposes of this regulation: (a) proceedings for an offence shall be deemed to have commenced:

(i) when a court issues a summons or warrant of arrest; or

(ii) when a person is charged with the offence after being taken into custody without a warrant,

(b) proceedings for an offence are concluded without the master or owner being convicted upon the:

(i) discontinuance of the proceedings; (8) Where a fine is imposed by a court in proceedings against the owner or master of a ship for an offence under regulations 14, 15 or 18 is not paid or any costs ordered to be paid by him are not the court shall, in addition to any other powers for enforcing payment, direct the amount remaining unpaid to be levied by distress or

arrestment and sale of the ship, it's tackle, furniture and apparel. (9) Where a person is convicted of an offence under regulations 14, 15 or 18 and the court imposes a fine in respect of the offence and it appears to the court that any person has incurred, or will incur, expenses in removing any pollution, or making good any damage, which is attributable to the offence, the court may order the whole or part of the fine to be paid to that person for or towards defraying those expenses.

PART XI  
 PROCEEDINGS FOR POLLUTION OFFENCES  
 COMMITTED OUTSIDE TANZANIAN WATERS

44.- (1) Proceedings for contravening regulations 13, 15 or 18 by a ship which is not a Tanzanian ship which relates to a discharge in the internal waters, territorial waters or exclusive economic zone of another State shall not be instituted unless:

- (a) that State, the state flag or a State damaged or threatened by the discharge requests that proceedings be taken; or
- (b) the discharge has caused or is likely to cause pollution in the internal waters, territorial sea or controlled waters of Tanzania.

(2) Where proceedings in sub regulation (1) have been instituted and the affected State requests suspension of the proceedings, then the:

- (a) proceedings shall be suspended accordingly; and
- (b) the Minister shall transmit all the evidence and court records and documents relating to the case, together with any sum paid or security given pursuant to that State.

45.- (1) Notwithstanding the provisions of these Regulations relating to penalties, where a person has committed any offence under these Regulations, the Authority may, at any time prior to the commencement of hearing before any court of any charge in relation thereto; compound such offence and order such person to pay sum of money, not exceeding one half of the fine to which such person would have otherwise been liable to pay if he had been convicted of such offence.

(2) The Authority shall not exercise powers under this regulation unless the person concerned admits in writing to having committed offence for which he is charged and requests it to be compounded

Restriction on jurisdiction

Power to compound offences

(3) Where the Authority compounds an offence under this regulation, the order in sub regulation (2) shall:

- (a) be reduced into writing and be accompanied by the written admission and the request in sub regulation (2);
- (b) specify the offence committed, the sum of money ordered to be paid and the dates on which the payment is to be made;
- (c) be final and not be subject to the provisions of sub regulation (3) to any appeal;
- (d) be enforced in the same manner as a decree of a court for the payment of the amount stated in the order; and
- (e) be given to the person who committed the offence, if he so requests.

(4) Where a person is aggrieved by any order made under sub regulation (1) he may, within thirty days of such order being made, appeal to the High Court and the provisions of the Criminal procedure Act shall apply against a sentence passed by a district court exercising its original criminal jurisdiction.

(5) Where the Authority compounds an offence under this regulation, the person concerned shall not be liable to any prosecution in respect of the offence and, if any such prosecution is brought in the court, it shall be a good defence for such person to prove that the offence has been compounded under this regulation.

46. Except in special circumstances as determined by the Authority, a certificate issued or endorsed before 30th September 2009 by:

- (a) the appropriate Certifying Authority; or
- (b) the Administration by the convention country, in accordance with regulation 6(5) of the Convention,

shall remain valid until it expires under the terms of these Regulations as in force before that date, and shall for any other purpose of these Regulations be treated as though it had been issued or endorsed under these Regulations after.

Transitional  
provision

FIRST SCHEDULE

(Made under regulation 23)

PROTECTIVE LOCATION OF BALLAST SPACES

1. In every new crude oil tanker of 20,000 tons deadweight and above, and every new product carrier of 30,000 tons deadweight and above the segregated ballast tanks and spaces other than oil tanks within the cargo tank length ( $L_t$ ) shall be so arranged as to comply with the following requirement -

$$\sum P A_c + \sum P A_b \geq J [L_t (B + 2D)]$$

where -

$P A_c$  = the side shell area in square metres for each segregated ballast tank or space other than an oil tank based on projected moulded dimensions;  
 $P A_b$  = the bottom shell area in square metres for each such tank or space based on projected moulded dimensions;

$L_t$  = the length in metres between the forward and after extremities of the cargo tanks;

$B$  = the maximum breadth of the ship in metres as defined;

$D$  = the maximum moulded depth in metres measured vertically from the top of the keel to the top of the freeboard deck beam at the side at midships. In ships having rounded gunwhales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwhale were of angular design;

$J$  = 0.45 for oil tankers of 20,000 tons deadweight and 0.30 for oil tankers of 20,000 tons deadweight and above, subject to the provisions of paragraph (2). For intermediate values of the deadweight the value of "J" shall be determined by linear interpolation.

2. For tankers of 200,000 tons deadweight and above the value of "J" may be reduced as to the following:

$$J_{reduced} = \left[ J - a \frac{O_c + O_a}{4 \times O_v} \right]$$

or 0.2 whichever is greater

where -

$a$  = 0.25 for oil tankers of 200,000 tons deadweight;

$a$  = 0.40 for oil tankers of 300,000 tons deadweight;

$a$  = 0.50 for oil tankers of 420,000 tons deadweight and above;

(For intermediate values of deadweight the value of "a" shall be determined by linear interpolation.)

$O_c$  = has the same meaning as in Schedule 4;

$O_a$  = has the same meaning as in Schedule 4;

$O_v$  = the allowable oil outflow as required by regulation 28(2) of the Merchant Shipping (Prevention of Oil Pollution) Regulations, 2009.

3. In calculating the value of "P A<sub>c</sub>" and "P A<sub>b</sub>" for segregated ballast tanks and spaces other than oil tanks -

3.1 where the width of any wing tank or space which extends for the full depth of the ship's side or from the deck to the top of the double bottom is less than 2 metres measured inboard from the

ship's side at right angles to the centre line, that wing tank or space shall not be taken into account when calculating the projecting area "P<sub>A</sub>".

3.2 where the depth of any double bottom tank or space is less than (B/15) or 2 metres, that double bottom tank or space shall not be taken into account when calculating the projecting area "P<sub>A</sub>".

The width and depth of wing tanks and double bottom tanks shall be measured clear of the bilge area and, in the case of width, shall be measured clear of any rounded gunwale area.

### SECOND SCHEDULE

(Made under Regulation 29)

### STANDARD DIMENSIONS OF FLANGES FOR DISCHARGE CONNECTIONS

Every ship shall be provided with piping to enable residues from machinery spaces and machinery space bilges to be pumped into a reception facility. The piping shall be led to the open deck and fitted there with a flange of the following dimensions -

Description	Dimension
Outside diameter	215 mm
Inner diameter	According to pipe outside diameter
Bolt circle diameter	183 mm
Slots in flange	6 holes, 22 mm in diameter, equidistantly placed on a bolt circle of 183 mm diameter, slotted to the flange periphery, the slot width to be 22 mm
Flange thickness	20 mm
Bolts and nuts quantity, diameter	6 each of 20 mm in diameter and of suitable length

The flange shall be designed as to accept pipes up to a maximum diameter of 125 mm and shall be of steel or other equivalent material having a flat face. The flange, together with a gasket of oil proof material, shall be of a service pressure of 6kg/cm<sup>2</sup>.

### THIRD SCHEDULE

(Made under Regulation 30)

### SPECIFICATIONS FOR THE DESIGN, INSTALLATION AND OPERATION OF A PART-FLOW SYSTEM FOR CONTROL OF OVERBOARD DISCHARGES

1. Purpose



The purpose of these Specifications is to provide specific design criteria and installation and operational requirements for the part-flow system referred to in regulation 26(6)(c) of the Merchant Shipping (Prevention of Oil Pollution) Regulations, 2009.

## 2. Application

2.1 Existing oil tankers may discharge dirty ballast water and oil contaminated water from cargo tank areas below the waterline, provided that part of the flow is led through permanent piping to a readily accessible location on the upper deck or above where it may be visually observed during the discharge operation and provided that the arrangements comply with the requirements of this Schedule.

2.2 The part-flow concept is based on the principle that the observation of a representative part of the overboard effluent is equivalent to observing the entire effluent stream. These specifications provide the details of the design installation, and operation of a part-flow system.

## 3. General Provisions

3.1 The part-flow system shall be so fitted that it can effectively provide a representative sample of the overboard effluent for visual display under all normal operating conditions.

3.2 The part-flow system is in many respects similar to the sampling system for an oil discharge monitoring and control system but shall have pumping and piping arrangements separate from such a system. However other combined equivalent arrangements may be acceptable.

3.3 The display of the part-flow shall be arranged in a sheltered and readily accessible location on the upper deck or above, such as the entrance to the pump room. There shall be effective communication between the location of the part-flow display and the discharge control position.

3.4 Samples shall be taken from relevant sections of the overboard discharge piping and be passed to the display arrangement through a permanent piping system.

3.5 The part-flow system shall include the following components:

3.5.1 sampling probes;

3.5.2 sample water piping system;

3.5.3 sample feed pump(s);

3.5.4 display arrangement;

3.5.5 sample discharge arrangement; and, subject to the diameter of the sample piping; and

3.5.6 flushing arrangement.

3.6 The part-flow system shall comply with the appropriate safety requirements.

## 4. System Arrangement

### 4.1 Sampling points location

4.1.1 Sampling points shall be so located that relevant samples can be obtained of the effluent being discharged through outlets below the waterline which are used for operational discharges.

4.1.2 Sampling points shall, as far as practicable, be located in pipe sections where a turbulent flow is not normally encountered.

4.1.3 Sampling points shall, as far as practicable be arranged in accessible locations in vertical sections of the discharge piping.

4.2.1 Sampling probes shall be arranged to protrude into the pipe a distance of about one fourth of the pipe diameter.

4.2.2 Sampling probes shall be arranged for easy withdrawal for cleaning.

4.2.3 A stop valve shall be fitted adjacent to each probe, except that where the probe is mounted in a cargo line, two stop valves shall be fitted in series, in the sample line.

4.2.4 Sampling probes shall be of corrosion-resistant and oil-resistant material, of adequate strength, properly joined and supported.

4.2.5 Sampling probes shall have a shape that is not prone to becoming clogged by particle contaminants and shall not generate high hydrodynamic pressures at the sampling probe tip. Figure 1 is an example of one suitable shape of a sampling probe.

4.2.6 Sampling probes shall have the same nominal bore as the sample piping.

#### 4.2 Sample piping

4.2.1 The sample piping shall be arranged as straight as possible between the sampling points and the display arrangement. Sharp bends and pockets where settled oil or sediment may accumulate shall be avoided.

4.2.2 The sample piping shall be so arranged that sample water is conveyed to the display arrangement within 20 seconds. The flow velocity in the piping shall not be less than 2 metres per second.

4.2.3 The diameter of the piping shall not be less than 40 millimetres if no fixed flushing arrangement is provided and shall not be less than 25 millimetres if a pressurised flushing arrangement as detailed in paragraph 4.4 is stalled.

4.2.4 The sample piping shall be of corrosion-resistant and oil-resistant material, of adequate strength, properly jointed and supported.

4.2.5 Where several sampling points are installed the piping shall be connected to a valve chest at the suction side of the sample feed pump

#### 4.3 Sample feed pump

4.3.1 The sample feed pump capacity shall be suitable to allow the flow rate of the sample water to comply with paragraph 4.2.2.

#### 4.4 Flushing arrangement

4.4.1 If the diameter of sample piping is less than 40 millimetres, a fixed connection from pressurised sea or fresh water piping system shall be installed to enable flushing of the sample piping system.

#### 4.5 Display arrangement

4.5.1 The display arrangement shall consist of a display chamber provided with a sight glass. The chamber should be of a size that will allow a free fall stream of the sample water to be clearly visible over a length of at least 200 millimetres or such equivalent arrangement as may be approved.

4.5.2 The display arrangement shall incorporate valves and piping in order to allow part of the sample water to bypass the display chamber to obtain a laminar flow for display in the chamber.

4.5.3 The display arrangement shall be designed as to be easily opened and cleaned.

4.5.4 The internal surfaces of the display chamber shall be white except for the background wall which shall be so coloured as to facilitate the observation of any change in the quality of the sample water.

4.5.5 The lower part of the display chamber shall be shaped as a funnel for collection of the sample water.

4.5.6 A test cock for taking a grab sample shall be provided in order that a sample of the water can be examined independently of that in the display chamber.

4.5.7 The display arrangement shall be adequately lighted to facilitate visual observation of the sample water.

4.6 Sample discharge arrangement  
4.6.1 The sample water leaving the display chamber shall be routed to the sea or to a stop tank through fixed piping of adequate diameter.

#### 5. Operation

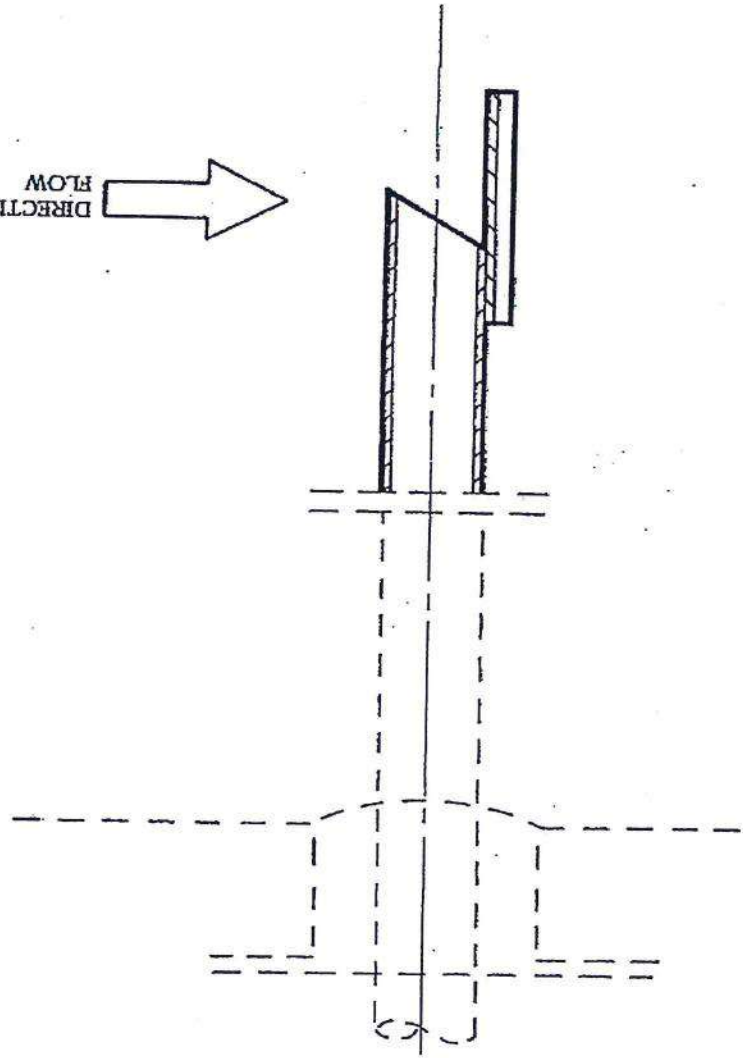
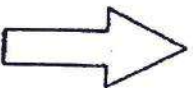
5.1 When a discharge of dirty ballast water or other oil contaminated water from the cargo tank area is taking place through an outlet below the waterline, the part-flow system shall provide sample water from the relevant discharge outlet at all times.

5.2 The sample water shall be observed particularly during those phases of the discharge operation when the greatest possibility of oil contamination occurs. The discharge shall be stopped whenever any traces of oil are visible in the flow and when the oil content meter reading indicates that the oil content exceeds permissible limits.

5.3 On those systems that are fitted with flushing arrangements, the sample piping shall be flushed after contamination has been observed and the sample piping shall be flushed after each period of usage.

5.4 The ship's cargo and ballast handling manuals and, where applicable, those manuals required for crude oil washing systems or dedicated clean ballast tanks operation shall clearly describe the use of the part-flow system in conjunction with the ballast discharge and the stop tank decanting procedures.

DIRECTION OF FLOW



10

10

10

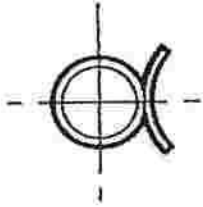


FIGURE 1

SAMPLING PROBE FOR PART-FLOW DISPLAY SYSTEM

FORTH SCHEDULE

*Made under Regulations 31 and 32*

DEFINITIONS OF "SIDE AND BOTTOM DAMAGE"  
AND "HYPOTHETICAL OUTFLOW OF OIL"

The definitions below are necessary to determine the permissible size and arrangements of cargo tanks and for assessing the standard of subdivision of oil tankers.  
Side and Bottom Damage  
1. Side and bottom damage shall be assumed to be the damage having the dimensions to the side or bottom of the ship. In the case of bottom damage the dimensions to be assumed are those which relate to the position of damage, as described in this Schedule.

1.1 Side damage

Longitudinal extent (j):

$$\frac{1}{3}L \text{ or } 1.5 \text{ metres, whichever is less}$$

Transverse extent (k):

$$\frac{B}{5} \text{ or } 11.5 \text{ metres, whichever is less}$$

(Inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard)

Vertical extent (v)

from the base line upwards without limit  
For 0.3L from the forward perpendicular  
Any other part of the ship

Longitudinal extent (l)

$$\frac{L}{10} \text{ or } 5 \text{ metres, whichever is less}$$

Transverse extent (i)

$$\frac{B}{6} \text{ or } 10 \text{ metres, whichever is less but not less than 5 metres}$$

Vertical extent

$$\frac{B}{15} \text{ or } 6 \text{ metres, whichever is less}$$

from the base line (v):

Hypothetical Oil Outflow

2. The hypothetical outflow of oil in the case of side damage (0c) and bottom damage (0s) shall be calculated by the following formulae with respect to compartments breached by damage at all conceivable locations along the length of the ship to the extent as described in paragraph 1.1 and 1.2.

2.1 for side damage:

$$O_s = \sum W_i + \sum K_i C_i \quad (i)$$

2.2 for bottom damage:

$$O_b = \frac{1}{3} (\sum Z_i W_i + \sum Z_i C_i) \quad (ii)$$

where:

$W_i$  = volume in cubic metres of a wing tank assumed to be breached by the damage as described in paragraph 1.1 and 1.2.  $W_i$  for a segregated ballast tank may be taken as equal to zero.  
 $C_i$  = volume in cubic metres of a centre tank assumed to be breached by the damage as described in paragraph 1.1 and 1.2.  $C_i$  for a segregated ballast tank may be taken as equal to zero.

$K_i$  = when  $1 - b/v_i$  is equal to or greater than  $T_i$ ,  $K_i$  shall be taken as equal to zero.  
 $Z_i$  = when  $1 - h/v_i$  is equal to or greater than  $v_i$ ,  $Z_i$  shall be taken as equal to zero.

$b_1$  = minimum width in metres of the wing tank under consideration, measured inboard from the ship's side at right angles to the centreline at the level corresponding to the assigned summer freeboard.  
 $h_1$  = minimum depth in metres of the double bottom under consideration; where no double bottom is fitted  $h_1$  shall be taken as equal to zero.

3. Where a void space or segregated ballast tank of a length less than  $l_c$  as defined in paragraph 1.1 is located between wing oil tanks,  $O_1$  in formula (I) set out in paragraph 2.1 may be calculated on the basis of volume  $W_1$  being the actual volume of one such tank (where they are of equal capacity) or the smaller of the two tanks (if they differ in capacity), adjacent to such space, multiplied by  $S_1$  as defined below and taking for all other wing tanks involved in such a collision the value of the actual full volume of those tanks.

$$S_1 = 1 - l/l_c$$

where -  
 $l$  = length in metres of void space or segregated ballast tank under consideration.  
 4.1 For the purpose of paragraph 2.1 account shall be taken of double bottom tanks which are either empty or carrying clean water only when cargo is carried in the tanks above.

4.2 Where the double bottom does not extend for the full length and width of the tank involved, the double bottom shall be considered non-existent and the volume of the tanks above the area of the bottom damage shall be included in formula (II) set out in paragraph 2.2 even if the tank is not considered breached because of the installation of such a partial double bottom.

4.3 Suction wells may be neglected in the determination of the value of  $h_1$  provided such wells are not excessive in area and extend below the tank in no case more than half the height of the double bottom. If the depth of such a well exceeds half the height of the double bottom,  $h_1$  shall be taken to be equal to the double bottom height minus the well height.

4.4 Piping serving suction wells if installed within the double bottom shall be fitted with valves or other closing arrangements located at the point of connection to the tank served so as to prevent oil outflow in the event of damage to the piping. Such piping shall be installed as high from the bottom shell as possible. These valves shall be kept closed at sea whenever the tank contains oil cargo, except that they may be opened only to transfer cargo for trimming the ship.

5. In the case where the bottom damage simultaneously involves four centre tanks, the value of  $O_1$  may be calculated according to the formula -

$$O_1 = \frac{1}{4} \left( \sum z'_1 W'_1 + \sum z'_2 C'_2 \right) \quad \text{(III)}$$

6. In the case of bottom damage, a reduced amount of oil outflow may be assumed where a cargo transfer system is installed which has an emergency high suction in each cargo tank capable of transferring from a breached tank or tanks to segregated ballast tanks or cargo tanks, if such tanks have sufficient ullage, and if the cargo transfer system complies with the following requirements -



6.1 in two hours of operation it is capable of transferring oil equal to one half of the largest of the breached tanks involved;

6.2 the ballast or cargo tanks are available and capable of receiving such quantity; and

6.3 the pipes for such suction are installed at a height of not less than the vertical extent of the bottom damage.

7. Where those requirements are satisfied, the calculation of  $O_s$  shall be in accordance with formula (III) set out in paragraph 5.

FIFTH SCHEDULE

(Made under Regulation 33)

SUBDIVISION AND STABILITY

*Subdivision and stability*

1. Every new oil tanker shall comply with the subdivision and damage stability criteria as specified in this Schedule, assuming side or bottom damage specified in paragraph 2, for any operating draught reflecting actual, partial or full load conditions consistent with the trim and strength of the ship as well as the specific gravities of the cargo. Such damage shall be assumed to have occurred at all conceivable locations along the length of the ship as follows -

1.1 In tankers of more than 225 metres in length, anywhere in the ship's length;

1.2 In tankers of more than 150 metres, but not exceeding 225 metres in length, anywhere in the ship's length except locations involving either after or forward bulkheads bounding the machinery space located aft. This machinery space shall be treated as a single floodable compartment;

1.3 In tankers not exceeding 150 metres in length, anywhere in the ship's length between adjacent transverse bulkheads with the exception of the machinery space. Any tanker of 100 metres or less in length which cannot fulfil all the requirements of paragraph 3 without materially impairing the operational qualities of the ship shall comply with such lesser requirements as the Secretary of State may impose.  
Ballast conditions, where the tanker is not carrying oil in cargo tanks excluding any oil residues, shall not be taken into account.

2. The following provisions regarding the extent and the character of the assumed damage shall apply

*2.1 Side damage*

2.1.1 Longitudinal extent (l):

$\frac{1}{3}L$  or 14.5 metres, whichever is less

2.1.2 Transverse extent

$\frac{B}{5}$  or 11.5 metres, whichever is the less

(Inboard from the ship's side at right angle to the centreline at the level of the summer load line)

3.1 the final watertighting, taking into account sinkage, heel and trim, shall be below the lower edge of any opening through which progressive flooding may take place. Such openings shall include air pipes and those openings which are closed by means of weatherlight doors or hatch covers, but may

requirements are met.

3. Oil tankers shall be regarded as complying with the damage stability criteria if the following assumed to be floodable for each case of damage:

2.6 If pipes, ducts or tunnels are situated within the assumed extent of damage, arrangements shall be made so that progressive flooding cannot thereby extend to compartments other than those

bulkhead and after peak tank top shall not be regarded as a step.

2.5.2 there is a step or recess in the transverse bulkhead of more than 3.05 metres in length, located within the extent of penetration of the assumed damage. The step formed by the after peak

damage specified in subparagraphs 2.1 and 2.2; or

2.5.1 the spacing between the adjacent bulkheads is less than the longitudinal extent of the assumed

double bottom tanks shall be assumed damaged unless -

2.5 Where the damage envisaged in subparagraph 1.3 occurs between adjacent transverse watertight bulkheads no main transverse bulkhead or transverse bounding side tanks or

compartments are flooded.

extent of damage shall be assumed to be non-existent for the purpose of determining which compartments are flooded.

Where such bulkheads are spaced a lesser distance, one or more of these bulkheads within such

least equal to the longitudinal extent of the assumed damage specified in subparagraphs 2.1 and 2.2.

2.4 Where the damage envisaged in subparagraph 1.1 or 1.2 would involve transverse watertight bulkheads, such bulkheads shall not be considered effective unless they are spaced at a distance at

such damage shall be assumed.

2.3 If any damage of a lesser extent than the maximum extent of damage specified in subparagraphs 2.1 and 2.2 would result in a more severe condition in relation to the ship's stability,

2.3 If any damage of a lesser extent than the maximum extent of damage specified in

2.1.3 Vertical extent  
From the moulded line of the bottom shell plating at centre line, upwards without limit

## 2.2 Bottom damage

For 0.3L from the forward perpendicular of the ship

Any other part of the ship

2.2.1 Longitudinal extent

$\frac{1}{2}L$  or 14.5 metres, whichever is less

$\frac{3}{4}L$  or 5 metres, whichever is less

2.2.2 Transverse extent

$\frac{6}{B}$  or 10 metres, whichever is less

$\frac{6}{B}$  or 5 metres, whichever is less

2.2.3 Vertical extent

$\frac{15}{B}$  or 6 metres, whichever is less measured from the moulded line of the bottom shell plating at centre line

$\frac{15}{B}$  or 6 metres, whichever is less measured from the moulded line of the shell plating at centre line

small watertight cargo tank hatchcovers which maintain the high integrity of the deck, remote operated watertight sliding doors, and side scuttles of the non-opening type.

3.2 In the final stage of flooding, the angle of heel due to unsymmetrical flooding shall not exceed 25 degrees, provided that this angle may be increased up to 3 degrees if no deck edge immersion occurs as a result of such increase.

3.3 The stability in the final stage of flooding shall be investigated and may be regarded as sufficient if the righting lever curve has a range; of at least 20 degrees beyond the condition of equilibrium in association with a maximum residual righting lever of at least 0.1 metre within the 20 degree range, the area under the curve within this range shall not be less than 0.0175 metre radian. Unprotected openings shall not be immersed within this range unless the space concerned is assumed to be flooded. Within this range, the immersion of any of the openings listed in subparagraph 3.1 and other openings capable of being closed weathertight may be permitted.

3.4 Equalisation arrangements requiring mechanical aids such as valves or cross-leveling pipes, if fitted, shall not be taken into account for the purpose of reducing an angle of heel or attaining the minimum range of residual stability to meet the requirements of subparagraphs 3.1, 3.2 and 3.3 and sufficient residual stability shall be maintained during all stages where equalisation is used. Spaces which are linked by ducts of large cross-sectional area may be considered to be as one.

3.5 The stability of the ship shall be sufficient during intermediate stages of flooding.

4. The requirements of paragraph 1 shall be deemed not to have been complied with unless compliance is confirmed by calculations which take into consideration the design characteristics of the ship, the arrangements, configuration and contents of the damaged compartments; and the distribution, specific gravities and free surface effect of liquids. The calculations shall be based on the following -

4.1 account shall be taken of any empty or partially filled tank, the specific gravity of the cargo carried, and any outflow of liquids from the damaged compartments.

4.2 the permeabilities assumed for spaces flooded as a result of damage of shall be as follows:

Spaces	Permeability
Appropriate to stores	0.60
Occupied as crew accommodation	0.95
Occupied by machinery	0.85
Voids	0.95
Intended for consumable liquids	0 to 0.95*
Intended for other liquids	0 to 0.95*

\* the permeability of partially filled compartments shall be consistent with the amount of liquid carried in the compartment. Whenever damage penetrates a tank containing liquid, it shall be assumed that the contents are completely lost from that compartment and replaced by salt water up to the level of the of the final plane of equilibrium.

4.3 the buoyancy of any superstructure directly above the side damage shall not be taken into account. The unflooded parts of superstructure beyond the extent of damage may be taken into account provided that they are separated from the damaged space by watertight bulkheads and that

the requirements of subparagraph 3.1 in respect of these intact spaces are complied with. Hinged watertight doors may be fitted in watertight bulkheads in the superstructure.

4.4 the free surface effect shall be calculated at an angle of heel of 5 degrees for each individual compartment. The Surface and Marine Transport Regulatory Authority (SUMATRA) may require, or allow, the free surface corrections to be calculated at any angle of heel greater than 5 degrees for partially filled tanks.

4.5 in calculating the effect of free surfaces of consumable liquids it shall be assumed that, for each type of liquid at least one transverse pair of tanks or a centreline tank has a free surface and the tank, or combination of tanks, to be taken into account shall be those where the effect of the free surface is the greatest.

## SIXTH SCHEDULE

*(Made under regulation 34 and 35)*

### PROTECTION OF CARGO SPACES BY BALLAST TANKS OR SPACES OTHER THAN CARGO AND FUEL OIL

Oil tankers built after 5th July 1993

1. In the event of collision or grounding the entire cargo length shall be protected by ballast tanks, or spaces other than cargo and fuel oil tanks, as follows:

#### 1.1 Wing tanks or spaces

Wing tanks or spaces shall extend either for the full depth of the ship's side or from the top of the double bottom to the uppermost deck, disregarding a rounded gunwale where fitted. They shall be arranged in such a way that the cargo tanks are located inboard of the moulded line of the side shell plating, nowhere less than the distance which, as shown in the figure at the end of this Schedule is measured at any cross-section at right angles to the side shell, as specified below

$$w = 0.5 + \frac{DW}{20,000} (m);$$

or

$$w = 2.0m;$$

whichever is the lesser, but with a minimum value of 1.0 m.

#### 1.2 Double bottom tanks or spaces

At any cross-section the depth of each double bottom tank or space shall be such that the distance between the bottom of the cargo tanks and the moulded line of the bottom shell plating measured at right angles to the bottom shell plating as shown in the said figure 1 is not less than specified below -

$$h = B/15 (m);$$

$$\text{or } h = 2.0m;$$

whichever is the lesser, but with a minimum value of 1.0 m.

#### 1.3 Turn of the bilge area or at locations without a clearly defined turn of the bilge

When the distances h and w are different, the distance w shall have preference at levels exceeding 1.5 h above the baseline as shown in the figure at the end of this Schedule.

1.4 *The aggregate capacity of ballast tanks*  
 On crude oil tankers of 20,000 tons deadweight and above and product carriers of 30,000 tons deadweight and above, the aggregate capacity of wing tanks, double bottom tanks, forepeak tanks and afterpeak tanks shall not be less than the capacity of segregated ballast tanks necessary to meet the requirements of regulation 18 of the Merchant Shipping (Prevention of Oil Pollution) Regulations, 2009.

Wing tanks or spaces and double bottom tanks used to meet the requirements this regulation shall be located as uniformly as practicable along the cargo tank length. Additional segregated ballast capacity provided for reducing longitudinal hull girder bending stress, trim, etc., may be located anywhere within the ship.

1.5 *Suction wells in cargo tanks*  
 Suction wells in cargo tanks may provide into the double bottom below the boundary line defined by the distance h provided that such wells are as small as practicable and the distance between the well bottom and bottom shell plating is not less than 0.5 h.

1.6 *Ballast and cargo piping*  
 Ballast piping and other piping such as sounding and vent piping to ballast tanks shall not pass through cargo tanks. Cargo piping and similar piping to cargo tanks shall not pass through ballast tanks. The Surface and Marine Transport Regulatory Authority (SUMATRA) may grant exemption from these requirements for short lengths of piping, provided that they are completely welded or equivalent.

#### 1.7 *Raking damage*

In the case of an oil tanker of 20,000 tons deadweight and above, the provisions regarding the extent and the character of the assumed damage shall be supplemented by the following assumed bottom raking damage –

- (a) longitudinal extent  
 (i) if the oil tanker is of 75,000 tons deadweight and above 0.6L, measured from the forward perpendicular;  
 (ii) if the oil tanker is less than 75,000 tons deadweight 0.4L, measured from the forward perpendicular;  
 (b) transverse extent  
 B/3 anywhere in the bottom;  
 (c) vertical extent  
 breach of the outer hull.

1.8 Every oil tanker of less than 5,000 tons deadweight  
 (a) be fitted with double bottom tanks or spaces having such a depth, that the distance h specified in paragraph 1.2 of Schedule 6 complies with the following  

$$h = B/15,$$
 with a minimum value of 0.76m;

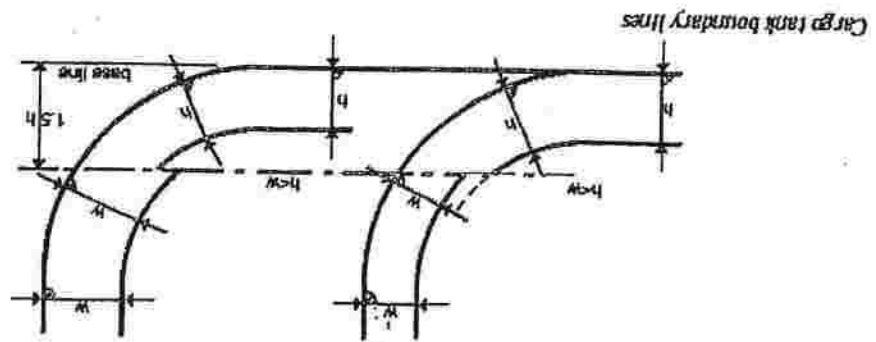
(b) in the turn of the bilge area and at locations without a clearly defined turn of the bilge the cargo tank boundary line running parallel to the line of the mid-ship flat bottom as shown in Schedule 8; and  
 (c) be provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed 700m<sup>3</sup> unless wing tanks or spaces are arranged in accordance with paragraph, but with the

All tankers built after 5th July 1993  
 1. Double bottom tanks or spaces may be dispensed with, provided that the design of the tanker is such that the cargo and vapour pressure exerted on the bottom shell plating forming a single boundary between the cargo and the sea does not exceed the hydrostatic water pressure as expressed by the following formula

CALCULATION OF HYDROSTATIC PRESSURE

(Made under regulation 34 and 35)

SEVENTH SCHEDULE



with a minimum value of  $w = 0.76m$ .

$$w = 0.4 + \frac{2.4DW}{20,000}$$

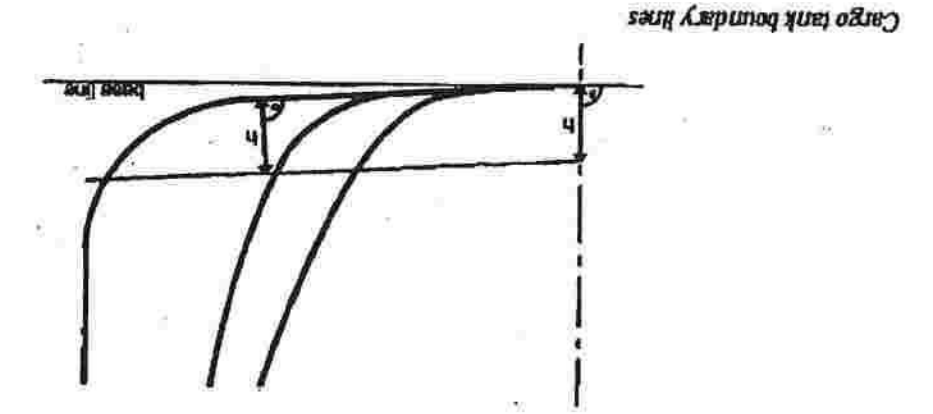
distance w computed as follows -





HARRISON G. MAKYEMBE,  
Minister for Transport

Dar es Salaam,  
05<sup>th</sup> October, 2012



Height of double bottoms in tankers of less than 5000 tons deadweight  
 1. The height of the double bottom tanks or spaces in oil tankers of less than 5,000 tons  
 deadweight shall be measured so that in the turn of the bilge area and at locations without  
 a clearly defined turn of the bilge, the cargo tank boundary line shall run parallel of the  
 mid-ship flat bottom as shown in the following figure.

(Made under regulations 34 and 35)

EIGHTH SCHEDULE

