



JAMHURI YA MUUNGANO WA TANZANIA
WIZARA YA UJENZI NA UCHUKUZI
SHIRIKA LA UWAKALA WA MELI TANZANIA
TASAC



**TAARIFA ZA ZIADA WAKATI WA CHOMBO KUTOKA BANDARINI
KUHAKIKISHA VYOMBO VINABEBA MITUNGI YENYE GESI KWA MUJIBU
WA MERCHANT SHIPPING NOTICE 1309**

Maelekezo	Ndiyo	Hapana
1. Chombo kina cheti halali cha ubora	<input type="checkbox"/>	<input type="checkbox"/>
2. Chombo hakikubeba abiria	<input type="checkbox"/>	<input type="checkbox"/>
3. Mitungi yenye gesi imefungwa ipasavyo ndani ya chombo	<input type="checkbox"/>	<input type="checkbox"/>
4. Mitungi yenye gesi imepakiwa wima ndani ya chombo	<input type="checkbox"/>	<input type="checkbox"/>
5. Mitungi yenye gesi imepakiwa si chini ya mita 5 kutoka vyanzo vya moto	<input type="checkbox"/>	<input type="checkbox"/>
6. Chombo kina vifaa vya kutosha vya kuzima moto	<input type="checkbox"/>	<input type="checkbox"/>
7. Chombo kina wafanyakazi waliopata mafunzo ya kuzima moto.	<input type="checkbox"/>	<input type="checkbox"/>
8. Chombo kina nakala ya tamko la Mtumiaji kwa ajili ya kusafirisha Mitungi yenye gesi	<input type="checkbox"/>	<input type="checkbox"/>

Jina la Chombo..... Kinapokwenda.....

Jina na sahihi ya Nahodha.....

Mahali na Tarehe.....

Muhimu: *Nakala moja iambatanishwe na Fomu ya Ruhusa ya Chombo Kutoka Bandarini iliyojazwa ipasavyo, kama chombo kimebeba mitungi yenye gesi*



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



**ADDITIONAL DEPARTURE INFORMATION TO ENSURE VESSELS CARRY
 GAS CYLINDERS IN ACCORDANCE WITH THE
 MERCHANT SHIPPING NOTICE 1309**

Requirements	Yes	No
1. Vessel holds valid seaworthiness certificate	<input type="checkbox"/>	<input type="checkbox"/>
2. Vessel has no passengers on board	<input type="checkbox"/>	<input type="checkbox"/>
3. Gas cylinders on board are well secured	<input type="checkbox"/>	<input type="checkbox"/>
4. Gas cylinders are stowed in the upright position	<input type="checkbox"/>	<input type="checkbox"/>
5. Gas cylinders are stowed at least 5m away from any source of fire	<input type="checkbox"/>	<input type="checkbox"/>
6. Vessel has on board adequate firefighting equipment	<input type="checkbox"/>	<input type="checkbox"/>
7. Vessels has on board crew who are trained in fire fighting	<input type="checkbox"/>	<input type="checkbox"/>
8. Vessel has on board a copy of the shipper's declaration for carriage of gas cylinders	<input type="checkbox"/>	<input type="checkbox"/>

Name of vessel..... Next port.....

Name of Captain and signature.....

Place and Date.....

Important: *Attach one copy to the duly filled in Vessel Port Clearance (Departure) Form when the vessel is carrying gas cylinders*



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TASAC**



**MERCHANT SHIPPING NOTICE
MSN 1309**

Rejeo 2/2022

**MWONGOZO JUU YA KUSAFIRISHA MITUNGI YENYE GESI (LPG)
KWA KUTUMIA VYOMBO VYA MAJINI**

**Tangazo hili linatolewa kwa Wamiliki wa Vyombo vya Majini,
waendesha Vyombo, Manahodha, Wasafirishaji wa Mitungi
yenye Gesi na Wamiliki wa Bandari na Mialo**

1.0. Utangulizi

- 1.1. Gesi ya *Liquefied petroleum gas (LPG)* ni mchanganyiko wa gesi za *hydrocarbon* inayotumiwa kama nishati katika vyombo vya moto (heating appliances) na magari. Nchini Tanzania LPG hutumiwa Zaidi na kaya mbali mbali kama nishati ya kupikia.
- 1.2. Mitungi yenye gesi ya LPG ikiachwa kwenye moto kwa muda na ukali wa kutosha inaweza kusababisha mvuke wa kimiminika kilicho ndani ya mitungi hiyo kupanuka na kulipuka. Kutokana na LPG kuwa na asili ya uharibifu wa milipuko, bidhaa hii huhesabiwa kama bidhaa hatari. Matumizi ya tahadhari za kiusalama wakati wa kusafirisha, kutumia, kuweka na kutupa bidhaa hizo

yanaweza kuhitajika ili kupunguza athari za changamoto (risks) zinazoambatana na bidhaa hatari.

- 1.3. Mitungi yenye gesi husarishwa kwa wingi kati ya bandari ya Dar es Salaam na Zanzibar kwa kutumia vyombo vya majini (vessels), hasa meli za mizigo na majahazi. Bidhaa hizi pia hubebwa kati ya bandari mbali mbali nchini.
- 1.4. Ubebaji wa mitungi yenye gesi katika vyombo vya majini unapaswa kufanywa kwa umakini hasa ukizingatiwa ukweli kuwa mitungi yenye gesi kwa yenyewe ni hatari na inaweza kusababisha ajali kwenye chombo na kuleta madhara makubwa.
- 1.5. Ajali inayoweza kutokea kutokana na ubebaji wa mitungi yenye gesi ni pamoja na moto wa gesi kutokea ndani ya chombo kutokana na kuvuja kwa chupa ya gesi na kuwaka au kulipuka kutokana na kuwepo vyanzo mbali mbali vya moto ndani ya vyombo hivi ikiwa ni pamoja na uvutaji wa sigara, mitambo ya chombo (injini), jiko, n.k.
- 1.6. Mitungi yenye gesi inapaswa kupakiwa na kufungwa vizuri ndani ya chombo ili kuzuia uwezekano wa kuvuja au kuviringika ndani ya chombo bila kutarajiwa.
- 1.7. Kanuni hizi zinahusu vyombo vyote, ikiwa ni pamoja na meli za mizigo na majahazi wakati yanapojihusisha na ubebaji wa mitungi yenye gesi kati ya bandari au mialo nchini.

2.0. Mambo Muhimu ya Kuzingatia Kabla ya Chombo kubeba mitungi yenye Gesi

- 2.1. Ni wajibu wa mmiliki wa chombo au nahodha wake kuhakikisha kuwa kabla ya chombo chake kubeba mitungi yenye gesi ni lazima kiwe kimekaguliwa na kupewa cheti husika cha ubora na TASAC au Mamlaka

nyingine husika na cheti hicho kiwe hakijaisha muda wake wa matumizi.

- 2.2. Hakuna chombo cha majini kinachoruhusiwa kubeba abiria wakati kikiwa pia kimebeba mitungi yenye gesi, isipokuwa wakati kinaokoa watu majini.
- 2.3. Kwa chombo kilichoruhusiwa kubeba mitungi yenye gesi, ni wajibu wa mmiliki wa chombo au nahodha wake kuhakikisha kuwa mitungi iliyobebwa ndani ya chombo cha majini imefungwa na kuzuiliwa vizuri ndani ya chombo hicho kuzuia mitungi hiyo kuviringika bila kukusudiwa;
- 2.4. Ni wajibu wa kila mmiliki wa chombo cha majini au nahodha wake kuhakikisha kuwa mitungi yenye gesi iliyobebwa ndani ya chombo imetengwa na mizigo mingine inayoweza kuwaka haraka au kuwa chanzo cha moto;
- 2.5. Ni wajibu wa kila mmiliki wa chombo cha majini au nahodha wake kuhakikisha kuwa mitungi yenye gesi iliyobebwa ndani ya chombo imewekwa mbali na vyanzo vya moto. Kwa jinsi hiyo hairuhusiwi kupakia mitungi yenye gesi umbali chini ya mita tano kutoka kwenye injini au sehemu ya kuishi (accommodation) au jiko;
- 2.6. Ni wajibu wa kila mmiliki wa chombo cha majini au nahodha wake kuhakikisha kuwa mitungi yenye gesi iliyobebwa ndani ya chombo imepakwa kwa kusimamishwa wima;
- 2.7. Ni wajibu wa nahodha wa chombo na mtumaji wa mitungi yenye gesi kuhakikisha kuwa mitungi yenye gesi inayopakwa ndani ya chombo haivuji na iko katika hali inayofaa kusafirishwa kutumia chombo cha majini. Pale ambapo pana sababu ya kutosha kuonyesha kuwa

mtungi au chupa yenye gesi haiko katika hali nzuri, chupa hiyo haitakubaliwa kusafirishwa;

- 2.8. Kila chombo kilichobeba mitungi au chupa zenye gesi kitakuwa na orodha maalum ikionyesha idadi, hali na sehemu ilipo mitungi hiyo ndani ya chombo. Orodha hiyo pia itaonyesha jina na anwani ya mtumaji wa mzigo huo. Nakala ya orodha hiyo itatunzwa nchi kavu na mmiliki wa chombo au mwakilishi wake mpaka mzigo utakapokuwa umeshushwa.
- 2.9. Kama litatokea tukio linalohusu kuanguka au uwezekano mkubwa wa kuanguka majini chupa yenye gesi kutoka chomboni, nahodha au mmiliki, atatoa taarifa za tuko hilo bila kuchelewa na kwa kina kadri inavyowezekana kwa kituo cha Utafutaji na Uokoaji (MRCC) cha Dar es Salaam namba za simu za bure 'toll free' 0800110101 na 0800110107 au kituo cha Polisi kilicho karibu ; na
- 2.10. Wakati wa kupakia au kushusha na wakati wowote ule ambapo mitungi yenye gesi iwapo ndani ya chombo, ni lazima kuonyesha ishara ya kuzuia uvutaji wa sigara karibu na mitungi yenye gesi.

3.0. Vifaa na Uwezo wa Kupambana na Moto wa Gesi

- 3.1. Pamoja na hatua zinzoweza kuchukuliwa kuzuia ajali, bado upo uwezekano wa ajali ya moto au mlipuko kutokea na kulazimu kuzima moto wa gesi kwenye chombo kilichobeba mitungi yenye gesi;
- 3.2. Ni wajibu wa mmiliki wa chombo majini au nahodha wake kuhakikisha kuwa kabla ya kupakia mitungi yenye gesi, chombo chake kina vifaa vya kutosha vya kuzima moto vikiwemo vya kuzima moto wa gesi; na

3.3. Ni wajibu wa mmiliki wa chombo cha majini au nahodha wake kuhakikisha kuwa kabla ya kupakia mitungi yenye gesi, ndani ya chombo chake kuna wafanyakazi waliopata mafunzo na sifa za kutosha kuzima moto ikiwa ni pamoja na mto wa gesi.

4.0. Utekelezaji wa Mwongozo huu

4.1. Ni ukiukwaji wa sheria kwa mmiliki wa chombo na nahodha yeyote kupeleka baharini, ziwani au mtoni chombo kinachohatarisha usalama wa maisha na mali.

4.2. Mtu yeyote anayekiuka vipengele vya mwongozo huu kuhusu upakiaji au idadi ya chupa zenye gesi ndani ya chombo, chombo hicho kitahesabiwa si salama kutokana kupakiwa isivyofaa na kitazuiliwa kutoka bandarini.

4.3. Mtu yeyote anayekiuka kipengele chochote cha Sehemu XI ya Sheria ya Usafiri wa Majini ya mwaka 2003 kuhusu bidhaa hatari, atawajibika kutozwa faini isiyopungua dola elfu moja za Marekani katika fedha ya Tanzania.

5.0. Taarifa Zaidi Wasiliana na:

Msajili;

Shirika la Uwakala wa Meli Tanzania (TASAC)

Ghorofa ya 8 PPF TOWER, Mtaa wa Ohio/ Garden

S. L. P 989

Dar es Salaam

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THE UNITED REPUBLIC OF TANZANIA
MINISTRY OF WORKS, TRANSPORT AND COMMUNICATION
TANZANIA SHIPPING AGENCIES CORPORATION
TASAC



MERCHANT SHIPPING NOTICE
MSN 1309

Amendment 1/2020

**GUIDELINES ON THE TRANSPORTATION OF LIQUIFIED
PETROLEUM GAS (LPG) CYLINDERS BY MARINE VESSELS**

This Notice is hereby issued to all vessel owners, vessel operators, ship masters, transporters of gas cylinders, port and beach landing owners and masters.

1.0 Introduction

- 1.1 Liquefied petroleum gas (LPG) is a mixture of hydrocarbon gases used as a fuel in heating appliances and vehicles. The main uses are in cooking, refrigeration and motor fuel. In Tanzania LPG is mainly used in households as cooking fuel.
- 1.2 LPG containers that are subjected to fire of sufficient duration and intensity can undergo a Boiling Liquid Expanding Vapor Explosion (BLEVE). Due to the destructive nature of LPG explosions, the substance is classified as a dangerous good. Mitigating the risks associated with hazardous materials may require the application of safety precautions during their transportation, usage, storage and disposal.
- 1.3 Gas Cylinders are being transported in substantial amounts between the port of Dar es Salaam and Zanzibar using marine vessels, particularly cargo ships and dhows. These goods are also carried between different ports in the country.
- 1.4 The carriage of gas cylinders on board marine vessels should be handled with care particularly considering the fact that gas cylinders are dangerous in themselves and may cause accidents on board a vessel leading to serious consequences.

- 1.5 An accident which may occur due to the carriage of gas cylinders includes, a gas fire hazard on board due to a leaking gas cylinder, igniting or exploding due to being exposed to several source of fire on board vessels including smoking, machinery, cooking facilities, etc.
- 1.6 Gas cylinders should be stowed and secured well on board in order to prevent unexpected leakage or shifting on board.
- 1.7 These regulations apply to all vessels including cargo ships and dhows when engaged in the carriage of gas cylinders between ports or beach landings in the country

2.0 Important Points to be Considered Before a Vessel Carries Gas Cylinders

- 2.1 It is the responsibility of the owner or master to ensure that before carrying gas cylinders, his vessel must have been duly surveyed and issued with the applicable seaworthiness certificate by TASAC or other responsible authority;
- 2.2 No marine vessels is permitted to carry passengers while also carrying gas cylinders on board, except when rescuing persons at sea;
- 2.3 For vessel permitted to carry gas cylinders, it is the responsibility of the vessel owner or master to ensure that the gas cylinders loaded on board are well secured or restrained on board to prevent the cylinders from shifting unexpectedly;
- 2.4 It is responsibility of the vessel owner or master to ensure that gas cylinders carried on board are segregated from other goods which can easily ignite or be a source of fire;
- 2.5 It is responsibility of the vessel owner or master to ensure that gas cylinder carried on board are stowed far from sources of fire. In that regard, it is prohibited to stow on board gas cylinders within a distance of less than five meters from the engine or accommodation or cooking facility (galley);

- 2.6 It is responsibility of the vessel owner or master to ensure that gas cylinders loaded on board are stowed in the upright position;
- 2.7 It is the responsibility of the master of the vessel and the sender of the gas cylinders to ensure that gas cylinders being loaded on board are not leaking and are in proper condition for carriage by a marine vessel. Where there is due cause to support that a gas cylinder is not in the proper condition, the cylinder shall not be accepted for carriage;
- 2.8 Each vessel carrying gas cylinders shall have a special list or manifest setting forth the quantity, condition and location of the cylinders on board. The document shall also carry the name and address of the sender of the goods. Copies of such documents shall also be retained on shore by the owner of the vessel or his representative until the gas cylinders are unloaded;
- 2.9 When an incident takes place involving the loss or likely loss overboard of a gas cylinder into the sea, lake or river, the master or owner, shall report the particulars of such an incident without delay and to the fullest extent possible to the Dar es Salaam Maritime Rescue Coordination Centre (MRCC) toll free numbers 0800110101 and 0800110107 or nearest Police Station; and
- 2.10 When loading or discharging and at any other time gas cylinders are on board, there must be shown a sign forbidding smoking near the gas cylinders.

3.0 Fire Fighting Equipment and Capacity

- 3.1 Regardless of the steps which might be taken to prevent accidents, there still remains a possibility of a fire hazard or explosion occurring and forcing to fight a gas fire on board a vessel carrying gas cylinders;
- 3.2 It is the responsibility of the vessel owner or master to ensure that before loading gas cylinders, his vessel has onboard adequate firefighting equipment including those for extinguishing a gas fire; and

- 3.3 It is responsibility of the vessel owner or master to ensure that before loading gas cylinders on board, there are crew members on board the vessel who are trained and hold adequate firefight qualifications including fighting gas fire.

4.0 Implementing of these Guidelines

- 4.1 It is illegal for any vessel owner or master to send to sea, lake or river a vessel which threatens the safety of life and property.
- 4.2 Any person who contravenes the provisions of these Guidelines involving stowing or quantity of the gas cylinders within a vessel, that vessel shall be deemed to be unsafe by reason of improper loading and shall be detained.
- 4.3 Any person who contravenes any of the provisions of Part XI of the Merchant Shipping Act, 2003 with respect to dangerous goods, shall be liable to a fine of not less than the equivalent in Tanzanian shilling of the United States dollars one thousands.

5.0 For Inquiries contact:

Registrar

Tanzania Shipping Agencies Corporation (TASAC)

8th Floor PPF Tower, Ohio Street/ Garden Avenue

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