



REPUBLIC OF SOUTH AFRICA

GOVERNMENT GAZETTE

STAATSKOERANT

VAN DIE REPUBLIEK VAN SUID-AFRIKA

Registered at the Post Office as a Newspaper

As 'n Nuusblad by die Poskantoor Geregistreer

L. 377

CAPE TOWN, 8 NOVEMBER 1996

KAAPSTAD, 8 NOVEMBER 1996

No. 17561

PRESIDENT'S OFFICE

KANTOOR VAN DIE PRESIDENT

No. 1812. 8 November 1996

It is hereby notified that the President has assented to the following Act which is hereby published for general information:—

No. 66 of 1996: International Convention for the Prevention of Pollution from Ships Amendment Act, 1996.

No. 1812. 8 November 1996

Hierby word bekend gemaak dat die President sy goedkeuring geheg het aan die onderstaande Wet wat hierby ter algemene inligting gepubliseer word:—

No. 66 van 1996: Wysigingswet op die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1996.

Act No. 66, 1996

INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS AMENDMENT ACT, 1996

GENERAL EXPLANATORY NOTE:

[] Words in bold type in square brackets indicate omissions from existing enactments.

_____ Words underlined with a solid line indicate insertions in existing enactments.

ACT

To amend the International Convention for the Prevention of Pollution from Ships Act, 1986, so as to insert certain definitions and to amend other definitions; to provide anew for the application and interpretation of the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978; to make other provision for the making of regulations by the Minister of Transport; to create certain offences and to prescribe penalties for such offences; to give jurisdiction to a magistrate to impose any penalty prescribed by the Act; to extend the application of the Act to the Prince Edward Islands; and to give effect, pursuant to accession by the Republic, to Annex III to the said Protocol and to amendments to the said Protocol which have been accepted by the Republic; and to provide for matters connected therewith.

(English text signed by the President.)
(Assented to 30 October 1996.)

BE IT ENACTED by the Parliament of the Republic of South Africa, as follows:—

Amendment of section 1 of Act 2 of 1986

1. Section 1 of the International Convention for the Prevention of Pollution from Ships Act, 1986 (hereinafter referred to as the principal Act), is hereby amended— 5

(a) by the substitution for the definition of "Convention" of the following definition:

" 'Convention' means the International Convention for the Prevention of Pollution from Ships, 1973, **[and the 1978 Protocol]** as amended by the Protocol of 1978 adopted by the Inter-Governmental Maritime Consultative Organization ("IMCO") in London on **[3 November 1973]** 10
17 February 1978, and set out in the Schedule;"

(b) by the insertion after the definition of "Convention" of the following definitions:

ALGEMENE VERDUIDELIKENDE NOTA:

- [] Woorde in vet druk tussen vierkantige hake dui skappings uit
bestaande verordenings aan.
- _____ Woorde met 'n volstreep daaronder, dui invoegings in be-
staande verordenings aan.

WET

Tot wysiging van die Wet op die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1986, ten einde sekere omskrywings in te voeg en ander omskrywings te wysig; nuwe voorsiening te maak betreffende die toepassing en uitleg van die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos gewysig deur die Protokol van 1978; ander voorsiening te maak vir die uitvaardiging van regulasies deur die Minister van Vervoer; sekere misdrywe te skep en strawwe vir daardie misdrywe voor te skryf; aan 'n landdros regsbevoegdheid te verleen om enige straf deur die Wet voorgeskryf, op te lê; die toepassing van die Wet na die Prince Edward-eilande uit te brei; en ooreenkomstig toetrede deur die Republiek, gevolg te gee aan Aanhangsel III by genoemde Protokol en aan wysigings van die Protokol wat deur die Republiek aanvaar is; en om voorsiening te maak vir aangeleenthede wat daarmee in verband staan.

*(Engelse teks deur die President geteken.)
(Goedgekeur op 30 Oktober 1996.)*

DAAR WORD BEPAAL deur die Parlement van die Republiek van Suid-Afrika,
soos volg:—

Wysiging van artikel 1 van Wet 2 van 1986

1. Artikel 1 van die Wet op die Internasionale Konvensie ter Voorkoming van
5 Besoedeling deur Skepe, 1986 (hieronder die Hoofwet genoem), word hierby
gewysig—

(a) deur die volgende omskrywings voor die omskrywing van “hierdie Wet” in
te voeg:

- 10 “ ‘Direkteur-generaal’ die Direkteur-generaal: Vervoer of iemand wat
op sy of haar gesag handel;
‘eienaar’ met betrekking tot 'n skip, die persoon of persone wat as
eienaar van die skip geregistreer is, of by ontstentenis van registrasie,
die persoon of persone aan wie die skip behoort, maar met betrekking
tot 'n skip wat aan 'n Staat behoort en wat bedryf word deur 'n persoon
15 wat as die skip se operateur geregistreer is, die persoon aldus geregis-
treer;
‘eksklusiewe ekonomiese sone’ die eksklusiewe ekonomiese sone
bedoel in artikel 7 van die Wet op Maritieme Sones, 1994 (Wet No. 15
van 1994);

- “ ‘Director-General’ means the Director-General: Transport or any person acting on his or her authority;
 ‘exclusive economic zone’ means the exclusive economic zone referred to in section 7 of the Maritime Zones Act, 1994 (Act No. 15 of 1994);
 ‘master’, in relation to a ship, includes any person (other than a pilot) having command or charge of such ship;”;
- (c) by the substitution for the definition of “Minister” of the following definition:
 “ ‘Minister’ means the Minister of Transport [Affairs];”;
- (d) by the insertion after the definition of “Minister” of the following definition:
 “ ‘owner’, in relation to a ship, means the person or persons registered as owner of the ship, or, in the absence of registration, the person or persons to whom the ship belongs, but, in relation to a ship belonging to a State and which is operated by a person registered as the operator of the ship, the person so registered;”;
- (e) by the insertion after the definition of “regulation” of the following definitions:
 “ ‘ship’ means a vessel of any type whatsoever operating in the sea and includes a hydrofoil boat, air-cushion vehicle, submersible, floating craft and fixed or floating platform;
 ‘South African ship’ means any ship having South African nationality as contemplated in section 64 of the Merchant Shipping Act, 1951 (Act No. 57 of 1951);
 ‘territorial waters’ means the territorial waters referred to in section 4 of the Maritime Zones Act, 1994 (Act No. 15 of 1994);”.

Substitution of section 2 of Act 2 of 1986

2. The following section is hereby substituted for section 2 of the principal Act:

“Application and interpretation of Convention

2. (1) Subject to the provisions of this Act, the Convention shall have effect in relation to—
 (a) any South African ship, wherever it may be; and
 (b) any other ship while it is in the Republic or its territorial waters or exclusive economic zone.
- (2) Unless the context indicates otherwise, a reference in the Convention—
 (a) to a State Party shall be construed as, or as including, a reference to the Republic, and any reference to a Party shall be construed accordingly;
 (b) to the Administration or Government shall, in relation to a South African ship or the Republic, be construed as, or as including, a reference to the Minister or any person acting on his or her authority.
- (3) The English text of the Convention shall prevail for the purposes of its interpretation.”.

Substitution of section 3 of Act 2 of 1986

3. The following section is hereby substituted for section 3 of the principal Act:

“Regulations

3. (1) The Minister may make regulations—
 (a) relating to the carrying out of, and giving effect to, the provisions of the Convention;
 (b) whereby exemption is granted, with or without conditions, in respect of particular ships or ships of a particular class or type, from all or any of the provisions of the Convention;
 (c) applying, subject to such exemptions, restrictions and modifications as may be desirable, any provision of the Convention to ships to which and in circumstances in which the Convention does not apply;

WYSIGINGSWET OP DIE INTERNASIONALE KONVENSIË TER
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‘gesagvoerder’, met betrekking tot ’n skip, ook iemand (behalwe ’n loods) wat gesag voer of toesig het oor daardie skip;”;

- (b) deur die omskrywing van “Konvensie” deur die volgende omskrywing te vervang:

5 “ ‘Konvensie’ die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, [en die 1978 Protokol] soos gewysig deur die Protokol van 1978 wat op [3 November 1973] 17 Februarie 1978 te Londen deur die Interstaatlike Maritieme Raadplegende Organisasie (“IMCO”) aangeneem is en waarvan ’n vertaling in die Bylae verskyn;”;

- (c) deur die omskrywing van “Minister” deur die volgende omskrywing te vervang:

“ ‘Minister’ die Minister van [Vervoerwese] Vervoer;”;

- (d) deur die volgende omskrywings by te voeg:

15 “ ‘skip’ ’n vaartuig van enige aard hoegenaamd wat in die see bedrywig is, met inbegrip van ’n skeerboot, lugkussingvoertuig, onderwatervaartuig, drywende vaartuig en vaste of drywende platform;
‘Suid-Afrikaanse skip’ ’n skip met Suid-Afrikaanse nasionaliteit, soos beoog in artikel 64 van die Handelskeepvaartwet, 1951 (Wet No. 57 van 20 1951);
‘territoriale waters’ die territoriale waters bedoel in artikel 4 van die Wet op Maritieme Sones, 1994 (Wet No. 15 van 1994).”.

Vervanging van artikel 2 van Wet 2 van 1986

2. Artikel 2 van die Hoofwet word hierby deur die volgende artikel vervang:

25 “Toepassing en uitleg van Konvensie

2. (1) Behoudens die bepalinge van hierdie Wet het die Konvensie regsrag met betrekking tot—

- (a) ’n Suid-Afrikaanse skip waar dit ook al mag wees; en
30 (b) ’n ander skip, terwyl dit in die Republiek of sy territoriale waters of eksklusiewe ekonomiese sone verkeer.

(2) Tensy uit die samehang anders blyk, word ’n verwysing in die Konvensie—

- (a) na ’n Staat wat ’n party daartoe is, uitgelê as, of ook as ’n verwysing na die Republiek, en word ’n verwysing na ’n Party dienooreen-
35 komstig uitgelê;
(b) na die Administrasie of Regering, vir sover dit op ’n Suid-Afrikaanse skip of die Republiek betrekking het, uitgelê as, of ook as, ’n verwysing na die Minister of ’n persoon wat op sy of haar gesag handel.

- 40 (3) Die Engelse teks van die Konvensie geniet voorrang vir die doeleindes van die uitleg daarvan.”.

Vervanging van artikel 3 van Wet 2 van 1986

3. Artikel 3 van die Hoofwet word hierby deur die volgende artikel vervang:

“Regulasies

- 45 3. (1) Die Minister kan regulasies uitvaardig—

- (a) met betrekking tot die uitvoering van, en die gevolg gee aan, die bepalinge van die Konvensie;
(b) waarby vrystelling verleen word, met of sonder voorwaardes, ten opsigte van bepaalde skepe of skepe van ’n bepaalde klas of soort,
50 van al die, of enige van die, bepalinge van die Konvensie;
(c) wat, behoudens die vrystellings, beperkings en wysigings wat nodig is, enige bepaling van die Konvensie van toepassing maak op skepe waarop en in omstandighede waarin die Konvensie nie van toepassing is nie;

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- (d) prescribing fees, and providing for the recovery of expenditure incurred, in connection with the application of the Convention; and
- (e) in general, for the better achievement of the purposes of this Act.
- (2) Regulations made under subsection (1) may—
 - (a) in so far as they relate to the matters mentioned in paragraph (a) of that subsection, include other and more extensive provisions than those contained in the Convention, provided they relate to the same or similar matters than those dealt with in the Convention; 5
 - (b) prescribe, for any contravention thereof or failure to comply therewith, penalties not exceeding the maximum penalties prescribed by section 3A(4); 10
 - (c) be applicable outside the Republic.”.

Insertion of section 3A in Act 2 of 1986

4. The following section is hereby inserted in the principal Act after section 3:

“Offences and penalties

15

3A. (1) (a) Any person who contravenes any provision of this Act or the Convention or who fails to comply with any provision thereof with which it is his or her duty to comply, shall be guilty of an offence.

(b) The owner and the master of a ship that does not comply with the requirements of this Act and the Convention shall each be guilty of an offence. 20

(2) (a) At a prosecution under subsection (1) in relation to a discharge of a harmful substance from a ship into the sea it shall be sufficient for the State to show that such discharge occurred, but it shall be a good defence if it is shown that the discharge complied with the requirements of this Act or the Convention. 25

(b) For the purposes of paragraph (a), ‘discharge’ and ‘harmful substance’ shall have the meanings assigned thereto in Article 2 of the Convention.

(3) No person shall be guilty of an offence under subsection (1) if he or she can show that he or she took all reasonable steps to ensure that the provisions of this Act and the Convention were complied with. 30

(4) Any person convicted of an offence under subsection (1) shall be liable to a fine not exceeding R500 000, or to imprisonment for a period not exceeding five years or to such fine as well as such imprisonment. 35

(5) If any person—

(a) admits to the Director-General that he or she has contravened or failed to comply with any provision of this Act or the Convention, which contravention or failure constitutes an offence under this Act;

(b) agrees to abide by the decision of the Director-General; and 40

(c) deposits with the Director-General such sum as that officer may require of him or her, but not exceeding the maximum fine which may be imposed for a conviction for the contravention or failure in question,

the Director-General may, after such enquiry as he or she deems necessary, determine the matter summarily and may, without legal proceedings, order the whole or any part of the said deposit to be forfeited to the State by way of a penalty. 45

(6) There shall be a right of appeal to the Minister from a determination or order by the Director-General whereby a penalty exceeding R10 000 is imposed under subsection (5), provided such right is exercised within a period of three months from the date of such determination or order. 50

(7) The imposition of a penalty under subsection (5) shall be deemed not to be a conviction of an offence, but no prosecution in respect of the offence in question may thereafter be instituted.” 55

- (d) wat gelde voorskryf en voorsiening maak vir die verhaal van uitgawes aangegaan in verband met die toepassing van die Konvensie; en
- (e) in die algemeen, vir die beter bereiking van die doeleindes van hierdie Wet.
- 5 (2) Regulasies kragtens subartikel (1) uitgevaardig, kan—
- (a) vir sover hulle betrekking het op aangeleenthede in paragraaf (a) van daardie subartikel vermeld, ook ander en meer uitgebreide bepalings as dié wat in die Konvensie vervat is, insluit, mits hulle verband hou met dieselfde of soortgelyke aangeleenthede as die waarmee in die
- 10 Konvensie gehandel word;
- (b) vir 'n oortreding daarvan of versuim om daaraan te voldoen strawwe voorskryf wat nie die strawwe te bowe gaan wat by artikel 3A(4) voorgeskryf word nie;
- (c) buite die Republiek van toepassing wees."

15 Invoeging van artikel 3A in Wet 2 van 1986

4. Die volgende artikel word hierby in die Hoofwet na artikel 3 ingevoeg:

"Misdrywe en strawwe

- 3A. (1) (a) Iemand wat 'n bepaling van hierdie Wet of die Konvensie oortree of versuim om aan enige bepaling daarvan te voldoen waaraan hy
- 20 of sy verplig was om te voldoen, is aan 'n misdryf skuldig.
- (b) Die eienaar en die gesagvoerder van 'n skip wat nie aan die vereistes van hierdie Wet of die Konvensie voldoen nie, is elk aan 'n misdryf skuldig.
- (2) (a) By 'n vervolging kragtens subartikel (1) met betrekking tot 'n uitlating van 'n skadelike stof vanuit 'n skip in die see is dit voldoende indien die Staat aantoon dat sodanige uitlating plaasgevind het, maar dit is 'n geldige verweer indien dit aangetoon word dat sodanige uitlating aan die vereistes van hierdie Wet of die Konvensie voldoen het.
- 25 (b) By die uitleg van paragraaf (a), het 'skadelike stof' en 'uitlating' die betekenis daaraan toegeskryf in Artikel 2 van die Konvensie.
- (3) Niemand word aan 'n misdryf kragtens subartikel (1) skuldig bevind nie as hy of sy kan aantoon dat hy of sy alle redelike stappe gedoen het om te verseker dat aan die bepalings van hierdie Wet en die Konvensie voldoen word.
- 35 (4) Iemand wat ingevolge subartikel (1) aan 'n misdryf skuldig bevind word, is strafbaar met 'n boete van hoogstens R500 000, of met gevangenisstraf vir 'n tydperk van hoogstens vyf jaar, of met so 'n boete sowel as sodanige gevangenisstraf.
- (5) As iemand—
- 40 (a) aan die Direkteur-generaal erken dat hy of sy 'n bepaling van hierdie Wet of die Konvensie oortree het, of versuim het om daaraan te voldoen, welke oortreding of versuim 'n misdryf kragtens hierdie Wet uitmaak;
- (b) instem om hom of haar aan die Direkteur-generaal se beslissing te onderwerp; en
- 45 (c) sodanige bedrag by die Direkteur-generaal deponeer as wat daardie beampte van hom of haar verlang, maar nie meer as die maksimum boete wat by skuldigbevinding weens die betrokke oortreding of versuim opgelê kan word nie,
- 50 kan die Direkteur-generaal, na die ondersoek wat hy of sy nodig ag, die saak summier beslis en sonder regsgeding beveel dat die geheel of enige gedeelte van genoemde deposito by wyse van 'n boete aan die Staat verbeur word.
- (6) Daar is 'n reg van appèl na die Minister teen 'n beslissing of bevel van die Direkteur-generaal waarby 'n boete van hoër as R10 000 kragtens subartikel (5) opgelê word, mits sodanige reg binne 'n tydperk van drie maande vanaf die datum van dié beslissing of bevel uitgeoefen word.
- 55 (7) Die oplegging van 'n boete kragtens subartikel (5) word geag nie 'n skuldigbevinding aan 'n misdryf te wees nie, maar geen vervolging ten opsigte van die betrokke misdryf kan daarna ingestel word nie."
- 60

Act No. 66, 1996

INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS AMENDMENT ACT, 1996**Substitution of section 4 of Act 2 of 1986**

5. The following section is hereby substituted for section 4 of the principal Act:

“Jurisdiction

4. (1) Any offence contemplated in section [3(2)] 3A(1) shall, for purposes in relation to jurisdiction of a court to try the offence be deemed to have been committed **[at any place where the accused happens to be]** within the area of jurisdiction of the court in which the prosecution is instituted. 5

(2) Notwithstanding anything to the contrary contained in any law, a magistrate's court shall have jurisdiction to impose any penalty prescribed by this Act.”. 10

Insertion of section 4A in Act 2 of 1986

6. The following section is hereby inserted in the principal Act after section 4:

“Application of Act to Prince Edward Islands

4A. This Act shall also apply to the Prince Edward Islands referred to in section 1 of the Prince Edward Islands Act, 1948 (Act No. 43 of 1948), and a reference in this Act to the Republic shall include a reference to those Islands.”. 15

Substitution of section 5 of Act 2 of 1986

7. The following section is hereby substituted for section 5 of the principal Act: 20

“Short title

5. This Act shall be called the **[International Convention for the Prevention of Pollution from Ships] Marine Pollution (Prevention of Pollution from Ships) Act, 1986 [and shall come into operation on a date fixed by the State President by proclamation in the Gazette].”.** 25

Amendment of Schedule to Act 2 of 1986

8. The Schedule to the principal Act is hereby amended to the extent indicated in the Schedule.

Substitution of long title of Act 2 of 1986

9. The following long title is hereby substituted for the long title of the principal Act: 30

“ACT

To provide for the **[application in the Republic of]** protection of the sea from pollution by oil and other harmful substances discharged from ships, and for that purpose to give effect to the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978; and to provide for matters connected therewith.”. 35

Short title and commencement of section 8

10. This Act shall be called the International Convention for the Prevention of Pollution from Ships Amendment Act, 1996, and section 8 shall come into operation on a date fixed by the President by proclamation in the *Gazette*. 40

Vervanging van artikel 4 van Wet 2 van 1986

5. Artikel 4 van die Hoofwet word hierby deur die volgende artikel vervang:

“Regsbevoegdheid

- 5 4. (1) 'n Misdryf beoog in artikel [3(2)] 3A(1) word vir doeleindes
betreffende regsbevoegdheid van 'n hof om 'n misdryf te verhoor, geag
gepleeg te gewees het [op enige plek waar die beskuldigde hom bevind]
binne die regsgebied van die hof waarin die vervolging ingestel word.
(2) Ondanks andersluidende wetsbepalings het 'n landdroshof regsbe-
voegdheid om enige straf wat by hierdie Wet voorgeskryf word, op te lê.”.

10 Invoeging van artikel 4A in Wet 2 van 1986

6. Die volgende artikel word hierby in die Hoofwet na artikel 4 ingevoeg:

“Toepassing van Wet op Prince Edward-eilande

- 15 4A. Hierdie Wet is ook van toepassing op die Prince Edward-eilande
bedoel in artikel 1 van die Wet op die Prince Edward-eilande, 1948 (Wet
No. 43 van 1948), en enige verwysing in hierdie Wet na die Republiek sluit
'n verwysing na daardie Eilande in.’’.

Vervanging van artikel 5 van Wet 2 van 1986

7. Artikel 5 van die Hoofwet word hierby deur die volgende artikel vervang:

“Kort titel

- 20 5. Hierdie Wet heet die Wet op [die Internasionale Konvensie ter
Voorkoming van Besoedeling deur Skepe] Mariene Besoedeling
(Voorkoming van Besoedeling deur Skepe), 1986 [en tree in werking op
'n datum deur die Staatspresident by proklamasie in die Staatskoerant
bepaal].’’.

25 Wysiging van Bylae by Wet 2 van 1986

8. Die Bylae by die Hoofwet word hierby gewysig soos in die Bylae aangedui.

Vervanging van lang titel van Wet 2 van 1986

9. Die lang titel van die Hoofwet word hierby deur die volgende lang titel vervang:

“WET

- 30 Om voorsiening te maak vir die [toepassing in die Republiek van] beskerming
van die see teen besoedeling deur olie en ander skadelike stowwe gestort vanuit
skepe, en vir daardie doel om uitvoering te gee aan die Internasionale Konvensie
ter Voorkoming van Besoedeling deur Skepe, 1973, soos gewysig deur die
35 Protokol van 1978; en om voorsiening te maak vir aangeleenthede wat daarmee in
verband staan.’’.

Kort titel en inwerkingtreding van artikel 8

10. Hierdie Wet heet die Wysigingswet op die Internasionale Konvensie ter
Voorkoming van Besoedeling deur Skepe, 1996, en artikel 8 tree in werking op 'n
datum deur die President by proklamasie in die *Staatskoerant* bepaal.

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INTERNATIONAL CONVENTION FOR THE PREVENTION OF
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AMENDMENT OF THE SCHEDULE TO THE MARINE POLLUTION (PREVENTION OF POLLUTION FROM SHIPS) ACT, 1986: INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS AMENDED BY THE PROTOCOL OF 1978, TO GIVE EFFECT TO AMENDMENTS TO THE SAID PROTOCOL ADOPTED BY THE INTERNATIONAL MARITIME ORGANISATION BY RESOLUTIONS MEPC. 21(22), WHICH ENTERED INTO FORCE ON 6 APRIL 1987, 29(25), WHICH ENTERED INTO FORCE ON 1 APRIL 1989, 34(27), WHICH ENTERED INTO FORCE ON 13 OCTOBER 1990, 36(28), WHICH ENTERED INTO FORCE ON 18 FEBRUARY 1991, 42(30), WHICH ENTERED INTO FORCE ON 17 MARCH 1992, 47(31) AND 48(31), WHICH ENTERED INTO FORCE ON 4 APRIL 1993, 51(32) AND 52(32), WHICH ENTERED INTO FORCE ON 6 JULY 1993, 57(33), WHICH ENTERED INTO FORCE ON 1 JULY 1994, 58(33), WHICH ENTERED INTO FORCE ON 28 FEBRUARY 1994, AND RESOLUTIONS 1, 2 AND 3 OF THE CONFERENCE OF PARTIES TO THE INTERNATIONAL CONVENTION FOR THE PREVENTION OF POLLUTION FROM SHIPS, 1973, AS AMENDED BY THE PROTOCOL OF 1978 RELATING THERETO, ADOPTED ON 2 NOVEMBER 1994, WHICH ENTERED INTO FORCE ON 3 MARCH 1996

Definition

1. In this Schedule "the Convention" means the International Convention for the Prevention of Pollution from Ships, 1973, as amended by the Protocol of 1978, as contained in the Schedule to the Marine Pollution (Prevention of Pollution from Ships) Act, 1986 (Act No. 2 of 1986).

Substitution of Protocol I to Convention

2. The following Protocol is hereby substituted for Protocol I to the Convention:

"PROTOCOL I**PROVISIONS CONCERNING REPORTS ON INCIDENTS INVOLVING
HARMFUL SUBSTANCES**

(in accordance with Article 8 of the Convention)

ARTICLE I***Duty to Report***

(1) The Master or other person having charge of any ship involved in an incident referred to in Article II of this Protocol shall report the particulars of such incident without delay and to the fullest extent possible in accordance with the provisions of this Protocol.

(2) In the event of the ship referred to in paragraph (1) of this Article being abandoned, or in the event of a report on such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agent shall, to the fullest extent possible, assume the obligations placed upon the Master under the provisions of this Protocol.

ARTICLE II***When to Report***

(1) A report shall be made when an incident involves:

- (a) a discharge or probable discharge of oil, or noxious liquid substances carried in bulk, resulting from damage to the ship or its equipment, or for the purpose of securing the safety of a ship or saving life at sea;
- (b) a discharge or probable discharge of harmful substances in packaged form,

Bylae (Artikel 8)

WYSIGING VAN DIE BYLAE BY DIE WET OP MARIENE BESOEDELING
(VOORKOMING VAN BESOEDELING DEUR SKEPE), 1986: INTERNASIONALE
KONVENSIE TER VOORKOMING VAN BESOEDELING DEUR SKEPE, 1973,
5 SOOS GEWYSIG DEUR DIE PROTOKOL VAN 1978, TEN EINDE UITVOERING
TE GEE AAN WYSIGINGS VAN GENOEMDE PROTOKOL AANGENEEM DEUR
DIE INTERNASIONALE MARITIEME ORGANISASIE BY RESOLUSIES
MEPC.21(22), WAT IN WERKING GETREE HET OP 6 APRIL 1987, 29(25), WAT
IN WERKING GETREE HET OP 1 APRIL 1989, 34(27), WAT IN WERKING
10 GETREE HET OP 13 OKTOBER 1990, 36(28), WAT IN WERKING GETREE HET
OP 18 FEBRUARIE 1991, 42(30), WAT IN WERKING GETREE HET OP
17 MAART 1992, 47(31) EN 48(31), WAT IN WERKING GETREE HET OP 4 APRIL
1993, 51(32) EN 52(32), WAT IN WERKING GETREE HET OP 6 JULIE 1993,
57(33), WAT IN WERKING GETREE HET OP 1 JULIE 1994, 58(33), WAT IN
15 WERKING GETREE HET OP 28 FEBRUARIE 1994, EN RESOLUSIES 1, 2 EN 3
VAN DIE KONFERENSIE VAN PARTYE BY DIE INTERNASIONALE KONVEN-
SIE TER VOORKOMING VAN BESOEDELING DEUR SKEPE, 1973, SOOS
GEWYSIG DEUR DIE PROTOKOL VAN 1978 WAT DAAROP BETREKKING
HET, AANGENEEM OP 2 NOVEMBER 1994, WAT IN WERKING GETREE HET
20 OP 3 MAART 1996

Woordomskrywing

1. In hierdie Bylae beteken "die Konvensie" die Internasionale Konvensie ter
Voorkoming van Besoedeling deur Skepe, 1973, soos gewysig deur die Protokol van
1978, soos vervat in die Bylae by die Wet op Mariene Besoedeling (Voorkoming van
25 Besoedeling deur Skepe), 1986 (Wet No. 2 van 1986).

Vervanging van Protokol I by Konvensie

2. Protokol I by die Konvensie word hierby deur die volgende Protokol vervang:

"PROTOKOL I

30 **BEPALINGS BETREFFENDE VERSLAE OOR GEBEURTENISSE WAARBY
SKADELIKE STOWWE BETROKKE IS
(ooreenkomstig Artikel 8 van die Konvensie)**

ARTIKEL I***Plig om Verslag te doen***

35 (1) Die gesagvoerder of enige ander persoon wat in beheer is van 'n skip wat
betrokke is by 'n gebeurtenis bedoel in Artikel II van hierdie Protokol, moet die
besonderhede van sodanige gebeurtenis sonder versuim en so volledig moontlik
ooreenkomstig die bepalinge van hierdie Protokol rapporteer.

40 (2) Ingeval die skip in paragraaf (1) van hierdie Artikel bedoel, verlaat word, of
ingeval 'n verslag oor sodanige skip onvolledig of onbekombaar is, moet die
eienaar, bevrachter, bestuurder of operateur van die skip, of hul agent, die
verpligtinge wat die gesagvoerder kragtens die bepalinge van hierdie Protokol
opgelê word, in die hoogste mate moontlik aanvaar.

ARTIKEL II***Wanneer om Verslag te doen***

45 (1) Verslag moet gedoen word wanneer 'n gebeurtenis die volgende behels:
(a) 'n uitlating of waarskynlike uitlating van olie, of skadelike vloeistowwe wat
in grootmaat vervoer word, as gevolg van skade aan die skip of sy uitrusting,
of met die doel om die veiligheid van die skip te verseker of lewens ter see
te red;
50 (b) 'n uitlating of waarskynlike uitlating van skadelike stowwe in gepakketteerde

- including those in freight containers, portable tanks, road and rail vehicles and shipborne barges; or
- (c) a discharge during the operation of the ship of oil or noxious liquid substances in excess of the quantity or instantaneous rate permitted under the present Convention. 5
- (2) For the purposes of this Protocol—
- (a) 'oil' referred to in paragraph (1)(a) of this Article means oil as defined in Regulation 1(1) of Annex I to the Convention;
- (b) 'noxious liquid substances' referred to in paragraph (1)(a) of this Article means noxious liquid substances as defined in Regulation 1(6) of Annex II to the Convention; 10
- (c) 'harmful substances' in packaged form referred to in paragraph (1)(b) of this Article means substances which are identified as marine pollutants in the International Maritime Dangerous Goods (IMDG) Code.

ARTICLE III

15

Contents of Report

Reports shall in any case include:

- (a) identity of ships involved;
- (b) time, type and location of incident;
- (c) quantity and type of harmful substance involved; 20
- (d) assistance and salvage measures.

ARTICLE IV

Supplementary Report

- Any person who is obliged under the provisions of this Protocol to send a report shall, when possible— 25
- (a) supplement the initial report, as necessary, and provide information concerning further developments; and
- (b) comply as fully as possible with requests from affected States for additional information.

ARTICLE V

30

Reporting Procedures

- (1) Reports shall be made by the fastest telecommunications channels available with the highest possible priority to the nearest coastal State.
- (2) In order to implement the provisions of this Protocol, Parties to the present Convention shall issue, or cause to be issued, regulations or instructions on the procedures to be followed in reporting incidents involving harmful substances, based on guidelines developed by the Organization." 35

Amendment of Regulation 1 of Chapter I of Annex I to Convention

3. Regulation 1 of Chapter I of Annex I to the Convention is hereby amended by the addition to paragraph (8) of the following subparagraph: 40
- "(c) Notwithstanding the provisions of subparagraph (a) of this paragraph, the conversion of an existing oil tanker to meet the requirements of Regulation 13F or 13G of this Annex shall not be deemed to constitute a major conversion for the purpose of this Annex."

Insertion of Regulation 8A in Chapter I of Annex I to Convention

45

4. The following Regulation is hereby inserted in Chapter I of Annex I to the Convention after Regulation 8:

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vorm, met inbegrip van dié in vraghouers, verplaasbare tenks, pad- en spoorvoertuie, en trekskuite; of

- (c) 'n uitlating gedurende die bedryf van die skip van olie of skadelike vloeistowwe wat die hoeveelheid of oomblikstempo wat kragtens die huidige Konvensie toegelaat word, oorskry.

(2) By die toepassing van hierdie Protokol beteken—

- (a) 'olie' in paragraaf (1)(a) van hierdie Artikel bedoel, olie soos omskryf in Regulasie 1(1) van Aanhangel I by die Konvensie;
- (b) 'skadelike vloeistowwe' in paragraaf (1)(a) van hierdie Artikel bedoel, skadelike vloeistowwe soos omskryf in Regulasie 1(6) van Aanhangel II by die Konvensie;
- (c) 'skadelike stowwe' in gepakketteerde vorm in paragraaf (1)(b) van hierdie Artikel bedoel, stowwe wat geïdentifiseer is as mariene besoedelstowwe in die 'International Maritime Dangerous Goods (IMDG) Code'.

ARTIKEL III

Inhoud van Verslag

Verslae meld in elke geval die volgende:

- (a) die identiteit van die betrokke skepe;
- (b) die tyd, soort en plek van gebeurtenis;
- (c) hoeveelheid en soort skadelike stof betrokke;
- (d) hulp- en bergingsmaatreëls.

ARTIKEL IV

Aanvullende Verslag

'n Persoon wat kragtens die bepalings van hierdie Protokol verplig is om verslag te doen, moet wanneer moontlik—

- (a) die aanvanklike verslag aanvul, waar nodig, en inligting verstrek betreffende verdere ontwikkelings; en
- (b) so volledig moontlik voldoen aan versoeke van State wat geraak word, om bykomende inligting.

ARTIKEL V

Verslagdoeningsprosedure

(1) Verslae word met die hoogste moontlike prioriteit langs die vinnigste beskikbare telekommunikasiekanale aan die naaste Kusstaat gelewer.

(2) Ten einde die bepalings van hierdie Protokol te implementeer, moet die Partye by die huidige Konvensie regulasies of instruksies in verband met die prosedure wat gevolg moet word ten opsigte van verslagdoening oor gebeurtenisse waarby skadelike stowwe betrokke is, gegrond op riglyne wat deur die Organisasie opgestel is, uitreik of laat uitreik."

Wysiging van Regulasie 1 van Hoofstuk I van Aanhangel I by Konvensie

3. Regulasie 1 van Hoofstuk I van Aanhangel I by die Konvensie word hierby gewysig deur die volgende subparagraaf by paragraaf (8) te voeg:

"(c) Ondanks die bepalings van subparagraaf (a) van hierdie paragraaf, word die ombouing van 'n bestaande olietenskip ten einde aan die vereistes van Regulasie 13F of 13G van hierdie Aanhangel te voldoen, by die toepassing van hierdie Aanhangel nie geag 'n groot ombouing te wees nie.'"

Invoeging van Regulasie 8A in Hoofstuk I van Aanhangel I by Konvensie

4. Die volgende Regulasie word hierby in Hoofstuk I van Aanhangel I by die Konvensie na Regulasie 8 ingevoeg:

"Regulation 8A***Port State Control on Operational Requirements***

- (1) A ship when in a port or an offshore terminal of another Party is subject to inspection by officers duly authorised by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by oil. 5
- (2) In the circumstances given in paragraph (1), the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex. 10
- (3) Procedures relating to the port State control prescribed in Article 5 of the present Convention shall apply to this Regulation.
- (4) Nothing in this Regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention." 15

Amendment of Regulation 9 of Chapter II of Annex I to Convention

5. Regulation 9 of Chapter II of Annex I to the Convention is hereby amended—
- (a) by the substitution for item (iv) of subparagraph (a) of paragraph (1) of the following item:
- “(iv) the instantaneous rate of discharge of oil content does not exceed 20
[60] 30 litres per nautical mile;”;
- (b) by the substitution for subparagraph (b) of paragraph (1) of the following subparagraph:
- “(b) from a ship of 400 tons gross tonnage and above other than an oil tanker and from machinery space bilges excluding cargo pump-room bilges of an oil tanker unless mixed with oil cargo residue: 25
- (i) the ship is not within a special area;
- (ii) the ship is proceeding *en route*;
- (iii) the oil content of the effluent without dilution does not exceed 15 parts per million; and 30
- (iv) the ship has in operation equipment as required by Regulation 16 of this Annex.”;
- (c) by the substitution for paragraph (4) of the following paragraph:
- “(4) The provisions of paragraph (1) of this Regulation shall not apply to the discharge of clean or segregated ballast or unprocessed oily mixtures which without dilution have an oil content not exceeding 15 parts per million and which do not originate from cargo pump-room bilges and are not mixed with oil cargo residues. [The provisions of subparagraph (1)(b) of this Regulation shall not apply to the discharge of the processed oily mixture, provided that all of the following conditions are satisfied: 40
- (a) the oily mixture does not originate from cargo pump-room bilges;
- (b) the oily mixture is not mixed with oil cargo residues;
- (c) the oil content of the effluent without dilution does not exceed 15 parts per million; and 45
- (d) the ship has in operation oil filtering equipment complying with Regulation 16(7) of this Annex.]”; and
- (d) by the addition of the following paragraph:
- “(7) In the case of a ship, referred to in Regulation 16(6) of this Annex, not fitted with equipment required by Regulation 16(1) or (2) of this Annex, the provisions of paragraph (1)(b) of this Regulation will not apply until 6 July 1998 or the date on which the ship is fitted with such equipment, whichever is the earlier. Until this date any discharge from 50

“Regulasie 8A***Hawestaatbeheer oor Bedryfsvereistes***

- (1) Wanneer dit in 'n hawe of 'n seeterminaal van 'n ander Party is, is 'n skip onderworpe aan inspeksie deur beamptes wat behoorlik deur sodanige Party daartoe gemagtig is betreffende bedryfsvereistes kragtens hierdie Aanhangsel, waar daar grondige redes bestaan om te glo dat die gesagvoerder of bemanning nie vertrouwd is met wesenlike skeepsoordprosedures betreffende die voorkoming van besoedeling deur olie nie.
- (2) In die omstandighede vermeld in paragraaf (1) moet die Party dié stappe doen wat sal verseker dat die skip nie sal vertrek totdat die toestand in orde gebring is ooreenkomstig die vereistes van hierdie Aanhangsel nie.
- (3) Prosedures betreffende die Hawestaatbeheer voorgeskryf in Artikel 5 van die huidige Konvensie is op hierdie Regulasie van toepassing.
- (4) Hierdie Regulasie word nie uitgelê nie as sou dit die regte en verpligtinge beperk van 'n Party wat beheer uitoefen oor bedryfsvereistes waarvoor spesifiek in die huidige Konvensie voorsiening gemaak word.”

Wysiging van Regulasie 9 van Hoofstuk II van Aanhangsel I by Konvensie

5. Regulasie 9 van Hoofstuk II van Aanhangsel I by die Konvensie word hierby gewysig—

- (a) deur item (iv) van subparagraaf (a) van paragraaf (1) deur die volgende item te vervang:
- “(iv) die oomblikstempo van uitlating van olie-inhoud is nie vinniger as [60] 30 liter per seemyl nie;”;
- (b) deur subparagraaf (b) van paragraaf (1) deur die volgende subparagraaf te vervang:
- “(b) in die geval van 'n skip met 'n bruto tonnemaat van 400 ton of meer, uitgesonderd 'n olietenskip, en uit masjinerieruimtekinne, uitgesonderd vragpompkamerkinne van 'n olietenskip, tensy met olievragresidu gemeng:
- (i) die skip is nie binne 'n spesiale gebied nie;
- (ii) die skip is op 'n deurreis aan die vaar;
- (iii) die olie-inhoud van die afvloeiende sonder verdunning is nie meer as 15 dele per miljoen nie; en
- (iv) die skip het uitrusting soos vereis by Regulasie 16 van hierdie Aanhangsel in gebruik.”;
- (c) deur paragraaf (4) deur die volgende paragraaf te vervang:
- “(4) Die bepalinge van paragraaf (1) van hierdie Regulasie is nie van toepassing nie op die uitlaat van skoon of geskeide ballas of onverwerkte olierige mengsels wat sonder verdunning 'n olie-inhoud van hoogstens 15 dele per miljoen het en wat nie afkomstig is van vragpompkamerkinne nie en nie met olievragresidu's gemeng is nie. [Die bepalinge van subparagraaf (1)(b) van hierdie Regulasie is nie van toepassing op die uitlating van die verwerkte olierige mengsel nie mits aan al die volgende voorwaardes voldoen word:
- (a) Die olierige mengsel is nie van vragpompkamerkinne afkomstig nie;
- (b) die olierige mengsel is nie met olievragresidu's gemeng nie;
- (c) die olie-inhoud van die afvloeiende sonder verdunning is hoogstens 15 dele per miljoen; en
- (d) die skip het oliefiltreeruitrusting wat aan Regulasie 16(7) van hierdie Aanhangsel voldoen, in gebruik.]”;
- (d) deur die volgende paragraaf by te voeg:
- “(7) In die geval van 'n skip, bedoel in Regulasie 16(6) van hierdie Aanhangsel, wat nie toegerus is met die uitrusting wat by Regulasie 16(1) of (2) vereis word nie, is die bepalinge van paragraaf (1)(b) van hierdie Regulasie nie van toepassing nie tot 6 Julie 1998 of die datum waarop die skip met sodanige uitrusting toegerus word, watter ook al die vroegste is. Tot op hierdie datum is enige uitlating uit masjinerieruimtekinne in die see of olie of olierige mengsels uit

machinery space bilges into the sea of oil or oily mixtures from such ship shall be prohibited except when all the following conditions are satisfied:

- (a) the oily mixture does not originate from the cargo pump-room bilges;
- (b) the oily mixture is not mixed with oil cargo residues;
- (c) the ship is not within a special area;
- (d) the ship is more than 12 nautical miles from the nearest land;
- (e) the ship is proceeding *en route*;
- (f) the oil content of the effluent is less than 100 parts per million; and
- (g) the ship has in operation oily-water separating equipment of a design approved by the Administration, taking into account the specification recommended by the Organization*.”

Amendment of Regulation 10 of Chapter II of Annex I to Convention

6. Regulation 10 of Chapter II of Annex I to the Convention is hereby amended—

- (a) by the substitution for paragraph (1) of the following paragraph: 15

“(1) For the purposes of this Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, [and] the Gulfs area, the Gulf of Aden area and the Antarctic area, which are defined as follows:

- (a) The Mediterranean Sea area means the Mediterranean Sea proper 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. 20
- (b) The Baltic Sea area means the Baltic Sea proper with the Gulf of Bothnia, the Gulf of Finland and the entrance to the Baltic Sea bounded by the parallel of the Skaw in the Skagerrak at 57°44.8'N. 25
- (c) The Black Sea area means the Black Sea proper with the boundary between the Mediterranean and the Black Sea constituted by the parallel 41°N. 30
- (d) The Red Sea area means the Red Sea proper including the Gulfs of Suez and Aqaba bounded at the south by the rhumb line between Ras si Ane (12°8.5'N, 43°19.6'E) and Husn Murad (12°40.4'N, 43°30.2'E).
- (e) The Gulfs area means the sea area located north west of the rhumb line between Ras al Hadd (22°30'N, 59°48'E) and Ras [el] Al Fasteh (25°04'N, 61°25'E). 35
- (f) 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°8.5'N, 43°19.6'E) and Husn Murad (12°40.4'N, 43°30.2'E) and to the east by the rhumb line between Ras Asir (11°50'N, 51°16.9'E) and Ras Fartak (15°35'N, 52°13.8'E). 40
- (g) The Antarctic area means the sea area south of 60° south latitude.”; 45

- (b) by the substitution for subparagraphs (a) and (b) of paragraph (2) of the following subparagraphs, respectively:

“(a) any discharge into the sea of oil or oily mixture from any oil tanker, [and] or any ship of 400 tons gross tonnage and above other than an oil tanker, shall be prohibited, while in a special area. In respect of the Antarctic area, any discharge into the sea of oil or oily mixture from any ship shall be prohibited; 50

*Reference is made to the Recommendation on International Performance and Test Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by resolution A.393(X).

sodanige skip verbode, behalwe wanneer aan al die volgende voorwaardes voldoen word:

- (a) die olierige mengsel is nie afkomstig van die vragpompkamerkimme nie;
- 5 (b) die olierige mengsel is nie met olievragresidu's gemeng nie;
- (c) die skip is nie binne 'n spesiale gebied nie;
- (d) die skip is meer as 12 seemyl van die naaste land af;
- (e) die skip is op 'n deurreis aan die vaar;
- 10 (f) die olie-inhoud van die afvloeisel is hoogstens 100 dele per miljoen; en
- (g) die skip het vir die afskeiding van olierige water uitrusting in gebruik van 'n ontwerp deur die Administrasie goedgekeur, met inagneming van die spesifikasie deur die Organisasie aanbeveel*."

15 Wysiging van Regulasie 10 van Hoofstuk II van Aanhangsel I by Konvensie

6. Regulasie 10 van Hoofstuk II van Aanhangsel I by die Konvensie word hierby gewysig—

- (a) deur paragraaf (1) deur die volgende paragraaf te vervang:

20 "(1) By die toepassing van hierdie Aanhangsel is die spesiale gebiede die Middellandse See-gebied, die Oossee-gebied, die Swartsee-gebied, die Rooi See-gebied, [en] die Golfgebied, die Golf van Aden-gebied en die Antarktiese gebied, wat soos volg omskryf word:

 - 25 (a) Die Middellandse See-gebied beteken die eintlike Middellandse See, insluitende die golwe en seë daarin, met die grens tussen die Middellandse See en die Swartsee wat gevorm word deur die parallel van 41° [noorderlengte] noorderbreedte en in die weste begrens word deur die Straat van Gibraltar op die meridiaan van 5°36' westerlengte.
 - 30 (b) Die Oossee-gebied beteken die eintlike Oossee, met die Botniese Golf en die Golf van Finland en die ingang van die Oossee begrens deur die parallel van Kaap Skagen in die Skagerrak op 57°44.8'N.
 - (c) Die Swartsee-gebied beteken die eintlike Swartsee met die grens tussen die Middellandse See en die Swartsee wat deur die parallel van 41°N gevorm word.
 - 35 (d) Die Rooi See-gebied beteken die eintlike Rooi See, insluitende die Golf van Suez en die Golf van Aqaba in die suide begrens deur die loksodroom tussen Ras si Ane (12°8.5'N, 43°19.6'O) en Husn Murad (12°40.4'N, 43°30.2'O).
 - 40 (e) Die Golfgebied beteken die seegebied noordwes van die loksodroom tussen Ras al Hadd (22°30'N, 59°48'O) en Ras [al] Al Fasteh (25°04'N, 61°25'O).
 - (f) Die Golf van Aden-gebied beteken die deel van die Golf van Aden tussen die Rooi See en die Arabiese See aan die westekant begrens deur die loksodroom tussen Ras si Ane (12°8.5'N, 43°19.6'O) en Husn Murad (12°40.4'N, 43°30.2'O) en aan die oostekant deur die loksodroom tussen Ras Asir (11°50'N, 51°16.9'O) en Ras Fartak (15°35'N, 52°13.8'O).
 - 45 (g) Die Antarktiese gebied beteken die seegebied suid van 60° suiderbreedte."
- 50 (b) deur subparagrafe (a) en (b) van paragraaf (2) deur onderskeidelik die volgende subparagrafe te vervang:

55 "(a) is dit verbode om olie of 'n olierige mengsel in die see uit te laat vanuit 'n olietenskip, [en] of 'n skip met 'n bruto tonnemaat van 400 ton of meer, uitgesonderd 'n olietenskip, terwyl die skip [in] binne 'n spesiale gebied is. Ten opsigte van die Antarktiese gebied is enige uitlaat in die see van olie of 'n olierige mengsel vanuit 'n skip verbode;

*Hier word verwys na die 'Recommendation on International Performance and Test Specifications for Oily-Water Separating Equipment and Oil Content Meters' wat deur die Organisasie by resolušie A.393(X) aangeneem is.

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- (b) any discharge into the sea of oil or oily mixture from a ship of less than 400 tons gross tonnage, other than an oil tanker, shall be prohibited while in a special area, except when the oil content of the effluent without dilution does not exceed 15 parts per million. **[or alternatively when all of the following conditions are satisfied:** 5
- (i) **the ship is proceeding *en route*;**
- (ii) **the oil content of the effluent is less than 100 parts per million;** and
- (iii) **the discharge is made as far as practicable from the land, but in no case less than 12 nautical miles from the nearest land]**"; 10
- (c) by the substitution for item (v) of subparagraph (b) of paragraph (3) of the following item:
- “(v) the ship has in operation oil filtering equipment complying with Regulation 16[(7)] (5) of this Annex; and”;
- (d) by the substitution in subparagraph (b) of paragraph (7) for the words 15 preceding item (i) of the following words:
- “Red Sea area, **[and]** Gulfs area and the Gulf of Aden area.”; and
- (e) by the addition of the following paragraph:
- “(8) Notwithstanding paragraph (7), the following rules shall apply to the Antarctic area: 20
- (a) The Government of each Party to the Convention whose ports are used by ships departing *en route* or arriving from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all sludge, dirty ballast, tank washing water, and other oily residues and mixtures from all ships without causing undue delay, and according to the needs of the ships using them. 25
- (b) The Government of each Party to the Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, are fitted with a tank or tanks of sufficient capacity on board for the retention of all sludge, dirty ballast, tank washing water and other oily residues and mixtures while operating in the area and have concluded agreements to discharge such oily residues at a reception facility after leaving the area.”. 30

Insertion of Regulations 13F and 13G in Chapter II of Annex I to Convention 35

7. The following Regulations are hereby inserted in Chapter II of Annex I to the Convention after Regulation 13E:

“Regulation 13F***Prevention of Oil Pollution in event of Collision or Stranding***

- (1) This Regulation shall apply to oil tankers of 600 tons deadweight and above— 40
- (a) for which the building contract is placed on or after 6 July 1993;
- (b) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 6 January 1994;
- (c) the delivery of which is on or after 6 July 1996; or 45
- (d) which have undergone a major conversion—
- (i) for which the contract is placed after 6 July 1993;
- (ii) in the absence of a contract, the construction work of which is begun after 6 January 1994; or
- (iii) which is completed after 6 July 1996. 50
- (2) Every oil tanker of 5 000 tons deadweight and above shall:
- (a) in lieu of Regulation 13E, as applicable, comply with the requirements

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- (b) **[word]** is enige uitlaat in die see van 'n olie of olierige mengsel vanuit 'n skip met 'n bruto tonnemaat van minder as 400 ton, uitgesonderd 'n olietenskip, **[verbied]** verbode terwyl die skip in 'n spesiale gebied is, tensy die olie-inhoud van die afvloeiessel sonder verdunning hoogstens 15 dele per miljoen is. **[of tensy daar aan al die volgende voorwaardes voldoen word:**
- (i) **Die skip is op 'n deurreis;**
- (ii) **die olie-inhoud van die afvloeiessel is minder as 100 dele per miljoen; en**
- (iii) **die uitlating geskied so ver moontlik van die land af, maar in geen geval nader as 12 seemyl van die naaste land af nie]**";
- (c) deur item (v) van subparagraaf (b) van paragraaf (3) deur die volgende item te vervang:
- “(v) die skip het oliefiltreeruitrusting wat aan Regulasie 16[(7)](5) van hierdie Aanhangsel voldoen, in gebruik; en”;
- (d) deur in subparagraaf (b) van paragraaf (7) die woorde wat item (i) voorafgaan deur die volgende woorde te vervang:
- “Rooi See-gebied, **[en]** Golf-gebied en die Golf van Aden-gebied.”; en
- (e) deur die volgende paragraaf by te voeg:
- “(8) Ondanks paragraaf (7) is die volgende reëls van toepassing op die Antarktiese gebied:
- (a) Die Regering van elke Party by die Konvensie wie se hawens gebruik word deur skepe wat vertrek op 'n deurreis na of aankom vanaf die Antarktiese gebied, onderneem om te verseker dat toereikende fasiliteite so gou doenlik verskaf word vir die ontvangs van alle slyk, vuil ballas, tenkwaswater en ander olierige residu's en mengsels van alle skepe sonder om oormatige vertraging te veroorsaak, en ooreenkomstig die behoeftes van die skepe wat dit gebruik.
- (b) Die Regering van elke Party by die Konvensie moet verseker dat alle skepe wat geregtig is om hul vlae te voer voordat die Antarktiese gebied binnegegaan word, aan boord toegerus word met 'n tenk of tenks van toereikende kapasiteit vir die hou van alle slyk, vuil ballas, tenkwaswater en ander olierige residu's en mengsels terwyl hulle in die gebied vaar en dat ooreenkomste gesluit is om sodanige olierige residu's uit te laat by 'n ontvangs-fasiliteit nadat die gebied verlaat is.”.

Invoeging van Regulasies 13F en 13G in Hoofstuk II van Aanhangsel I by Konvensie

- 40 **7.** Die volgende Regulasies word hierby na Regulasie 13E in Hoofstuk II van Aanhangsel I by die Konvensie ingevoeg:

“Regulasie 13F***Voorkoming van Oliebesoedeling in geval van Botsing of Stranding***

- (1) Hierdie Regulasie is van toepassing op olietenskepe met 'n ladingsgewig van 600 ton en meer—
- (a) waarvoor die boukontrak geplaas word op of na 6 Julie 1993;
- (b) by afwesigheid van 'n boukontrak, waarvan die kiele op of na 6 Januarie 1994 gelê word of wat in 'n dergelike stadium van konstruksie is;
- (c) waarvan die aflewering op of na 6 Julie 1996 plaasvind; of
- (d) wat 'n groot ombouing ondergaan het—
- (i) waarvoor die kontrak geplaas word na 6 Julie 1993;
- (ii) by afwesigheid van 'n kontrak, waarvan die konstruksie na 6 Januarie 1994 begin word; of
- (iii) wat na 6 Julie 1996 voltooi word.
- (2) Elke olietenskip met 'n ladingsgewig van 5 000 ton en meer moet—
- (a) in plaas van Regulasie 13E, waar van toepassing, voldoen aan die

- of paragraph (3) unless it is subject to the provisions of paragraphs (4) and (5); and
- (b) comply, if applicable, with the requirements of paragraph (6).
- (3) The entire cargo tank length shall be protected by ballast tanks or spaces other than cargo or fuel oil tanks as follows: 5
- (a) *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 such that the cargo tanks are located inboard of the moulded line of the side shell plating, nowhere less than the distance w which, as shown in figure 1, is measured at any cross-section at right angles to the side shell, as specified below: 10
- $w = 0.5 + DW/20\,000$ (m); or
 $w = 2.0$ m, whichever is the lesser. 15
 The minimum value of $w = 1.0$ m.
- (b) *Double bottom tanks or spaces*
- At any cross-section the depth of each double bottom tank or space shall be such that the distance h 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 figure 1 is not less than specified below: 20
- $h = B/15$ (m); or
 $h = 2.0$ m, whichever is the lesser. 25
 The minimum value of $h = 1.0$ m.
- (c) *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 $1.5h$ above the baseline as shown in figure 1. 30
- (d) *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 13. Wing tanks or spaces and double bottom tanks used to meet the requirements of Regulation 13 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. 35 40
- (e) *Suction wells in cargo tanks*
- Suction wells in cargo tanks may protrude 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 $0.5h$. 45
- (f) *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. Exemptions to this requirement may be granted for short lengths of piping, provided that they are completely welded or equivalent thereto. 50

vereistes van paragraaf (3), tensy dit onderworpe is aan die bepalings van paragrawe (4) en (5); en

(b) voldoen, indien van toepassing, aan die vereistes van paragraaf (6).

(3) Die hele vragtenk lengte moet beskerm word deur ballastenks of ander ruimtes as vrag- of brandstofolietenks, soos volg:

(a) *Sytenks of -ruimtes*

Sytenks of -ruimtes moet óf oor die volle diepte van die skip se sykant óf van die bopunt van die dubbele bodem tot by die boonste dek strek, sonder inagneming van 'n halfrondolboord, waar aangebring. Hulle word so gerangskik dat die vragtenks binneboords van die spant van die syhuidbeplating geleë is, nêrens minder as die afstand w wat, soos getoon in figuur 1, gemeet word by enige dwarssnee reghoekig met die syhuid, soos hieronder gespesifiseer:

$w = 0.5 + LG/20\ 000$ (m); of

$w = 2.0$ m, watter ook al die kleinste is.

Die minimum waarde van $w = 1.0$ m.

(b) *Dubbelbodemtenks of ruimtes*

By enige dwarssnee moet die diepte van elke dubbelbodemtenk of ruimte so wees dat die afstand h tussen die bodem van die vragtenks en die spant van die bodemhuidbeplating gemeet teen regte hoeke op die bodemhuidbeplating soos getoon in figuur 1 nie minder is nie as wat hieronder gespesifiseer word:

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

$h = 2.0$ m, watter ook al die minste is.

Die minimum waarde van $h = 1.0$ m.

(c) *Kimrondingsgebied of by liggings sonder 'n duidelik omskrewe kimroning*

Wanneer die afstande h en w verskil, geniet die afstand w voorkeur by vlakke wat $1.5h$ bokant die basislyn soos getoon in figuur 1, oorskry.

(d) *Die totale kapasiteit van ballastenks*

Op ru-olietenkskepe met 'n ladingsgewig van 20 000 ton en meer en produkkarweiers met 'n ladingsgewig van 30 000 ton en meer is die totale kapasiteit van sytenks, dubbelbodemtenks, voorpiektenks en agterpiektenks nie minder nie as die kapasiteit van geskeide ballastenks wat nodig is om aan die vereistes van Regulasie 13 te voldoen. Sytenks of ruimtes en dubbelbodemtenks wat gebruik word om te voldoen aan die vereistes van Regulasie 13 moet so eenvormig doenlik al langs die vragtenk lengte geplaas word. Bykomende geskeideballaskapasiteit wat verskaf word om die oorlangse romp-dwarsbalkbuigspanning, trim, ens. te verminder, kan op enige plek binne die skip geleë wees.

(e) *Suigputte in vragtenks*

Suigputte in vragtenks kan in die dubbelbodem onder die grenslyn wat deur die afstand h aangedui word, uitsteek, mits sodanige putte so klein doenlik is en die afstand tussen die putbodem en die bodemhuidbeplating nie minder is nie as $0.5h$.

(f) *Ballas- en vragpype*

Ballaspype en ander pype soos peilkokers en lugkokers na ballastenks mag nie deur vragtenks loop nie. Vragpype en soortgelyke pype na vragtenks mag nie deur ballastenks loop nie. Vrystelling van hierdie vereiste kan verleë word vir kort lengtes pyp, mits dit heeltemal gesweis of ekwivalent daaraan is.

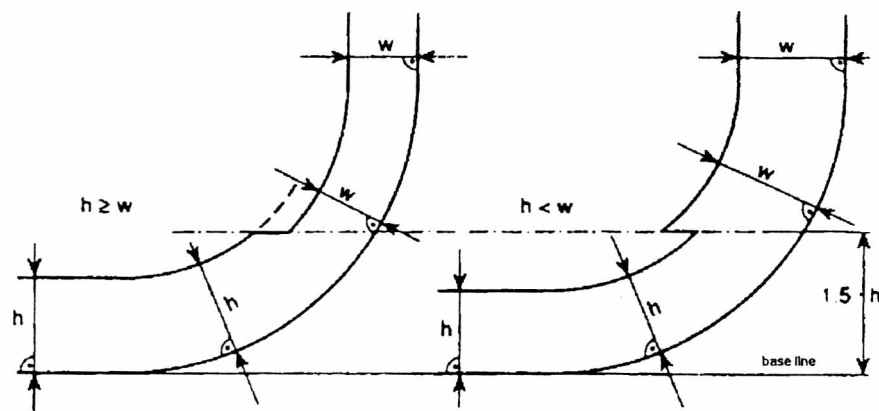


Figure 1—Cargo tank boundary lines for the purpose of paragraph (3)

(4) (a) Double bottom tanks or spaces as required by paragraph (3)(b) 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 external hydrostatic water pressure, as expressed by the following formula:

$$f \times h_c \times p_c \times g + 100 \Delta_p \leq d_n \times p_s \times g$$

where:

h_c = height of cargo in contact with the bottom shell plating in metres

p_c = maximum cargo density in t/m^3

d_n = minimum operating draught under any expected loading condition in metres

p_s = density of sea water in t/m^3

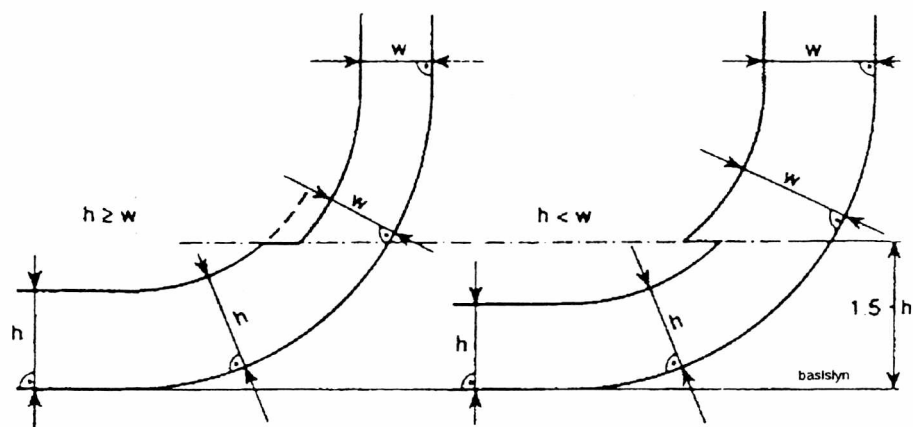
Δ_p = maximum set pressure of pressure/vacuum valve provided for the cargo tank in bars

f = safety factor = 1.1

g = standard acceleration of gravity (9.81 m/s^2).

(b) Any horizontal partition necessary to fulfil the above requirements shall be located at a height of not less than $B/6$ or 6 metres, whichever is the lesser, but not more than $0.6D$, above the baseline where D is the moulded depth amidships.

(c) The location of wing tanks or spaces shall be as defined in paragraph (3)(a) except that, below a level $1.5h$ above the baseline where h is as defined in paragraph (3)(b), the cargo tank boundary line may be vertical down to the bottom plating, as shown in figure 2.



Figuur 1—Vragtenkgrenslyne vir die doel van paragraaf (3)

(4) (a) Dubbelbodemtenks of ruimtes wat by paragraaf (3) (b) vereis word, kan weggelaat word, mits die ontwerp van die tenkskip sodanig is dat die vrag- en vogdruk uitgeoefen op die bodemhuidbeplating wat 'n enkele grens tussen die vrag en die see vorm, nie die eksterne hidrostatiese waterdruk oorskry nie, soos uitgedruk in die volgende formule:

$$f \times h_c \times p_c \times g + 100 \Delta_p \leq d_n \times p_s \times g$$

waar—

h_c = hoogte in meter van vrag in kontak met die bodemhuidbeplating

p_c = maksimum vragdigtheid in t/m^3

d_n = minimum vaardiepgang in meter onder enige verwagte inskeptoestand

p_s = digtheid van seewater in t/m^3

Δ_p = maksimum gestelde druk in bar van druk-/vakuumklep voorsien vir die vragtenk

f = veiligheidsfaktor = 1.1

g = standaard gravitasieversnelling (9.81 m/s^2).

(b) Enige horisontale verdeling wat nodig is om te voldoen aan bovermelde vereistes, moet geleë wees op 'n hoogte van minstens $B/6$ of 6 meter, watter ook al die minste is, maar hoogstens $0.6D$, bokant die basislyn waar D die gevormde diepte midskeeps is.

(c) Die ligging van die sytenks of ruimtes moet wees soos in paragraaf (3)(a) omskryf, behalwe dat, benede 'n vlak $1.5h$ bokant die basislyn waar h is soos in paragraaf (3)(b) omskryf, die vragtenkgrenslyn vertikaal afwaarts tot op die bodembeplating kan wees, soos in figuur 2 getoon.

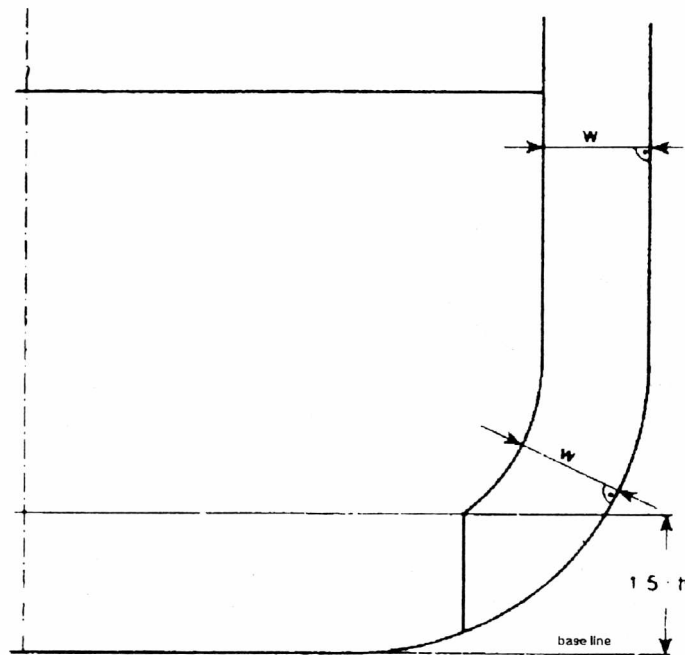


Figure 2—Cargo tank boundary lines for the purpose of paragraph (4)

(5) Other methods of design and construction of oil tankers may also be accepted as alternatives to the requirements prescribed in paragraph (3), provided that such methods ensure at least the same level of protection against oil pollution in the event of collision or stranding and are approved in principle by the Marine Environment Protection Committee based on guidelines developed by the Organization.

(6) For oil tankers of 20 000 tons deadweight and above the damage assumptions prescribed in Regulation 25(2)(b) shall be supplemented by the following assumed bottom raking damage:

(a) longitudinal extent:

- (i) ships of 75 000 tons deadweight and above:
0.6L measured from the forward perpendicular;
- (ii) ships of 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.

(7) Oil tankers of less than 5 000 tons deadweight shall:

(a) at least be fitted with double bottom tanks or spaces having such a depth that the distance h specified in paragraph (3)(b) complies with the following:

$$h = B/15 \text{ (m)}$$

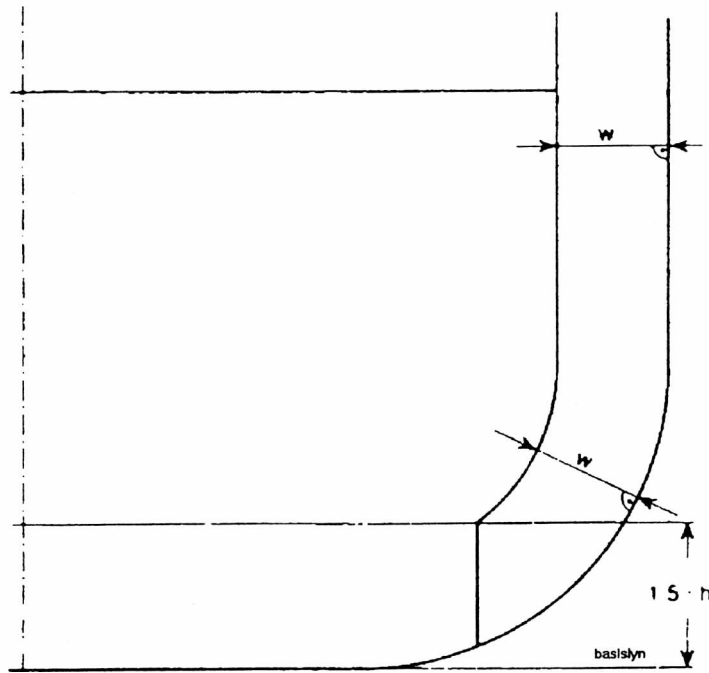
with a minimum value of $h = 0.76 \text{ m}$;

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 to the line of the mid-ship flat bottom as shown in figure 3; and

(b) be provided with cargo tanks so arranged that the capacity of each cargo tank does not exceed 700 m^3 unless wing tanks or spaces are arranged in accordance with paragraph (3)(a) complying with the following:

$$w = 0.4 + 2.4 \text{ DW}/20\,000 \text{ (m)}$$

with a minimum value of $w = 0.76 \text{ m}$.



Figuur 2—Vragtenkgrenslyne vir die doel van paragraaf (4)

(5) Ander ontwerp- en konstruksiemetodes vir olietenskepe kan ook as alternatiewe aanvaar word ten opsigte van die vereistes in paragraaf (3) voorgeskryf, mits sodanige metodes minstens dieselfde vlak van beskerming teen oliebesoedeling verseker in die geval van 'n botsing of stranding en in beginsel goedgekeur is deur die Komitee vir die Beskerming van die Mariene Omgewing, gebaseer op riglyne opgestel deur die Organisasie.

(6) Vir olietenskepe met 'n ladingsgewig van 20 000 ton en meer word die skadeveronderstellings voorgeskryf by Regulasie 25(2)(b) aangevul deur die volgende veronderstelde bodemhellingskade:

(a) lengte-omvang:

(i) skepe met 'n ladingsgewig van 75 000 ton en meer:

0.6L gemeet van die voorloodlyn;

(ii) skepe met 'n ladingsgewig van minder as 75 000 ton:

0.4L gemeet van die voorloodlyn;

(b) Dwarste-omvang: $B/3$ op enige plek in die bodem;

(c) Vertikale omvang: breuk van buiteromp.

(7) Olietenskepe met 'n ladingsgewig van minder as 5 000 ton moet—

(a) minstens met dubbelbodemtenks of -ruimtes toegerus wees waarvan die diepte sodanig is dat die afstand h wat in paragraaf (3)(b) gespesifiseer word, voldoen aan die volgende:

$h = B/15$ (m)

met 'n minimum waarde van $h = 0.76$ m;

in die kimrondingsgebied, en by liggings sonder 'n duidelik omskrewe kimroning loop die vragtenkgrenslyn parallel met die lyn van die midskeepse plat bodem soos getoon in figuur 3; en

(b) voorsien word van vragtenks wat so gerangskik is dat die kapasiteit van elke vragtenk nie 700 m³ oorskry nie, tensy sytenks of ruimtes ooreenkomstig paragraaf (3)(a) rangskik word ten einde aan die volgende te voldoen:

$w = 0.4 + 2.4 LG/20\ 000$ (m)

met 'n minimum waarde van $w = 0.76$ m.

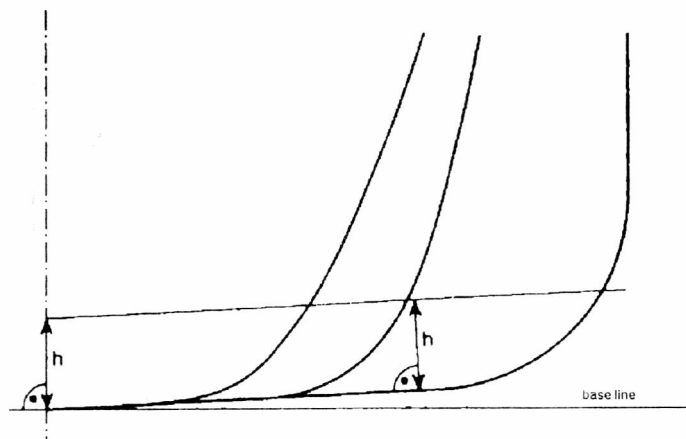


Figure 3—Cargo tank boundary lines for the purpose of paragraph (7)

(8) Oil shall not be carried in any space extending forward of a collision bulkhead located in accordance with Regulation II-1/11 of the International Convention for the Safety of Life at Sea, 1974, as amended. An oil tanker that is not required to have a collision bulkhead in accordance with that Regulation 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 located in accordance with that Regulation.

(9) In approving the design and construction of oil tankers to be built in accordance with the provisions of this Regulation, Administrations shall have due regard to the general safety aspects including the need for the maintenance and inspection of wing and double bottom tanks or spaces.

Regulation 13G

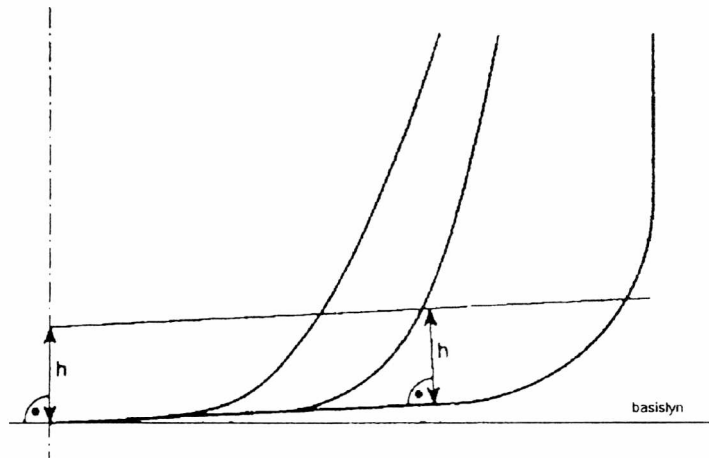
Prevention of Oil Pollution in the event of Collision or Stranding: Measures for Existing Tankers

(1) This Regulation shall:

- (a) apply to crude oil tankers of 20 000 tons deadweight and above and to product carriers of 30 000 tons deadweight and above, which are contracted, the keels of which are laid, or which are delivered before the dates specified in Regulation 13F(1) of this Annex;
- (b) not apply to oil tankers complying with Regulation 13F of this Annex, which are contracted, the keels of which are laid, or are delivered before the dates specified in Regulation 13F(1) of this Annex; and
- (c) not apply to oil tankers covered by subparagraph (a) which comply with Regulation 13F(3)(a) and (b), (4) or (5) of this Annex, except that the requirement for minimum distances between cargo tank boundaries and the ship's side and bottom plating need not be met in all respects. In that event, the side protection distances shall not be less than those specified in the International Bulk Chemical Code for type 2 cargo tank location and the bottom protection shall comply with Regulation 13E(4)(b) of this Annex.

(2) The requirements of this Regulation shall take effect as from 6 July 1995.

(3) (a) An oil tanker to which this Regulation applies shall be subject to an enhanced programme of inspections during periodical, intermediate and annual surveys, the scope and frequency of which shall at least comply with the guidelines developed by the Organization.



Figuur 3—Vragtenkgrenslýne vir die doel van paragraaf (7)

(8) Olie mag nie vervoer word nie in enige ruimte wat vorentoe strek vanaf 'n botsingbeskot aangebring ooreenkomstig Regulasie II-1/11 van die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974, soos gewysig. 'n Olietenskip wat nie 'n botsingbeskot ooreenkomstig daardie Regulasie hoef te hê nie, mag nie olie vervoer in enige ruimte wat vorentoe strek vanaf die dwarsvlak loodreg op die middellyn wat aangebring is asof dit 'n botsingbeskot is wat ooreenkomstig daardie Regulasie aangebring is nie.

(9) By die goedkeuring van die ontwerp en konstruksie van olietenskepe wat ooreenkomstig die bepalinge van hierdie Regulasie gebou staan te word, moet Administrasies behoorlik ag slaan op algemene veiligheidsaspekte, met inbegrip van die behoefte aan die instandhouding en inspeksie van sy- en dubbelbodementenks of -ruimtes.

Regulasie 13G

Voorkoming van Oliebesoedeling in die geval van Botsing of Stranding: Maatreëls vir Bestaande Tenkskepe

(1) Hierdie Regulasie is:

- (a) van toepassing op ru-olietenskepe met 'n ladingsgewig van 20 000 ton en meer en op produkkearweiers met 'n ladingsgewig van 30 000 ton en meer, wat gekontrakteer is, waarvan die kiele gelê is, of wat gelewer is voor die datums genoem in Regulasie 13F(1) van hierdie Aanhangsel;
- (b) nie van toepassing nie op olietenskepe wat voldoen aan Regulasie 13F van hierdie Aanhangsel, wat gekontrakteer is, waarvan die kiele gelê is, of wat gelewer is voor die datums genoem in Regulasie 13F(1) van hierdie Aanhangsel; en
- (c) nie van toepassing nie op olietenskepe wat gedek word deur subparagraaf (a) en wat voldoen aan Regulasie 13F(3)(a) en (b), (4) of (5) van hierdie Aanhangsel, behalwe dat daar nie in alle gevalle aan die vereiste ten opsigte van minimum afstande tussen vragtenkgrense en die skeepsy en bodembeplating voldoen hoef te word nie. In daardie geval moet die sybeskermingsafstande minstens dié afstand wees wat gespesifiseer word in die Internasionale Kode vir Groot-maatchemikalieë vir tipe 2-vragtenkligging en die bodembeskerming moet aan Regulasie 13E(4)(b) van hierdie Aanhangsel voldoen.

(2) Die vereistes van hierdie Regulasie tree vanaf 6 Julie 1995 in werking.

(3) (a) 'n Olietenskip waarop hierdie Regulasie van toepassing is, is onderworpe aan 'n uitgebreide program van inspeksies gedurende periodes, tussentydse en jaarlikse opnames, waarvan die omvang en frekwensie minstens moet voldoen aan die riglyne deur die Organisasie opgestel.

(b) An oil tanker over five years of age to which this Regulation applies shall have on board, available to the competent authority of any Government of a State Party to the present Convention, a complete file of the survey reports, including the results of all scantling measurement required, as well as the statement of structural work carried out.

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(c) The file referred to in subparagraph (b) shall be accompanied by a condition evaluation report, containing conclusions on the structural condition of the ship and its residual scantlings, endorsed to indicate that it has been accepted by or on behalf of the flag Administration. This file and condition evaluation report shall be prepared in a standard format as contained in the guidelines developed by the Organization.

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(4) An oil tanker not meeting the requirements of a new oil tanker as defined in Regulation 1(26) of this Annex shall comply with the requirements of Regulation 13F of this Annex not later than 25 years after its date of delivery, unless wing tanks or double bottom spaces, not used for the carriage of oil and meeting the width and height requirements of Regulation 13E(4), cover at least 30% of L_t for the full depth of the ship on each side or at least 30% of the projected bottom shell area ΣPA_s within the length L_t , where L_t and the projected bottom shell area ΣPA_s are as defined in Regulation 13E(2), in which case compliance with Regulation 13F is required not later than 30 years after its date of delivery.

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(5) An oil tanker meeting the requirements of a new oil tanker as defined in Regulation 1(26) of this Annex shall comply with the requirements of Regulation 13F of this Annex not later than 30 years after its date of delivery.

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(6) Any new ballast and load conditions resulting from the application of paragraph (4) of this Regulation shall be subject to approval of the Administration which shall have regard, in particular, to longitudinal and local strength, intact stability and, if applicable, damage stability.

(7) Other structural or operational arrangements such as hydrostatically balanced loading may be accepted as alternatives to the requirements prescribed in paragraph (4), provided that such alternatives ensure at least the same level of protection against oil pollution in the event of collision or stranding and are approved by the Administration based on guidelines developed by the Organization."

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Amendment of Regulation 15 of Chapter II of Annex I to Convention

8. Regulation 15 of Chapter II of Annex I to the Convention is hereby amended by the substitution for subparagraph (a) of paragraph (3) of the following subparagraph:

"(a) An oil discharge monitoring and control system approved by the Administration shall be fitted. In considering the design of the oil content meter to be incorporated in the system, the Administration shall have regard to the specification recommended by the Organization.* The system shall be fitted with a recording device to provide a continuous record of the discharge in litres per nautical mile and total quantity discharged, or the oil content and rate of discharge. This record shall be identifiable as to time and date and shall be kept for at least three years. The oil discharge monitor and control system shall come into operation when there is any discharge of effluent into the sea and shall be such as will ensure that any discharge of oily mixture is automatically stopped when the instantaneous rate of discharge of oil exceeds that permitted by Regulation 9(1)(a) of this Annex.

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*Reference is made to the Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by resolution A.233(VII).

(b) 'n Olietenskip van ouer as vyf jaar waarop hierdie Regulasie van toepassing is, moet tot die beskikking van die bevoegde owerheid van enige regering van 'n Staat wat 'n party by die huidige Konvensie is 'n volledige lêer van die opnameverslae, met inbegrip van die uitslae van alle afmetings wat vereis word, asook die verklarings van struktuurwerk wat uitgevoer is, aan boord hê.

(c) Die lêer in subparagraaf (b) bedoel, moet vergesel gaan van 'n toestandsevalueringsverslag waarin die struktuurtoestand van die skip en sy residuele afmetings uiteengesit word en wat geëndosseer is te dien effekte dat dit aanvaar is deur of namens die Vlagadministrasie. Hierdie lêer en toestandsevalueringsverslag moet opgestel word in 'n standaard formaat soos vervat in die riglyne deur die Organisasie opgestel.

(4) 'n Olietenskip wat nie voldoen aan die vereistes vir 'n nuwe olietenskip soos omskryf in Regulasie 1(26) van hierdie Aanhangel nie, moet nie later nie as 25 jaar na sy afleveringsdatum voldoen aan die vereistes van Regulasie 13F van hierdie Aanhangel, tensy sytenks of dubbelbodemruimtes, wat nie gebruik word vir die vervoer van olie nie en wat voldoen aan die wydte- en hoogtevereistes van Regulasie 13E(4), minstens 30% beslaan van L_t vir die volle diepte van die skip aan weerskante of minstens 30% van die geprojekteerde bodembuithuidoppervlakte ΣPA_s binne die lengte L_t , waar L_t en die geprojekteerde bodembuithuidoppervlakte ΣPA_s omskryf word soos in Regulasie 13E(2), in welke geval voldoening aan Regulasie 13F nie later nie as 30 jaar na sy afleveringsdatum vereis word.

(5) 'n Olietenskip wat voldoen aan die vereistes van 'n nuwe olietenskip soos omskryf in Regulasie 1(26) van hierdie Aanhangel moet nie later nie as 30 jaar na sy afleveringsdatum voldoen aan die vereistes van Regulasie 13F van hierdie Aanhangel.

(6) Enige nuwe ballas- en vragtoestande voortspruitend uit die toepassing van paragraaf (4) van hierdie Regulasie is onderworpe aan die goedkeuring van die Administrasie, wat in die besonder ag moet slaan op lengte- en lokale sterkte, intakte stabiliteit en, waar van toepassing, skadestabiliteit.

(7) Ander struktuur- en bedryfsreëlings, byvoorbeeld hidrostaties gebalanseerde laaiwerk, kan aanvaar word as alternatiewe vir die vereistes voorgeskryf in paragraaf (4), mits sodanige alternatiewe minstens dieselfde vlak van beskerming teen oliebesoedeling verseker in die geval van botsing of stranding en goedgekeur word deur die Administrasie, gebaseer op riglyne deur die Organisasie opgestel.”

40 Wysiging van Regulasie 15 van Hoofstuk II van Aanhangel I by Konvensie

8. Regulasie 15 van Hoofstuk II van Aanhangel I by die Konvensie word hierby gewysig deur subparagraaf (a) van paragraaf (3) deur die volgende subparagraaf te vervang:

“(a) 'n Olie-uitlaatmoniteer-en-beheerstelsel wat deur die Administrasie goedgekeur is, moet aangebring word. By oorweging van die ontwerp van die olie-inhoudmeter wat in die stelsel gebruik gaan word, moet die Administrasie die spesifikasie wat deur die Organisasie aanbeveel word, in ag neem.* Die stelsel moet toegerus wees met 'n registreertoestel wat die uitlating in liter per seemyl en die totale hoeveelheid uitgelaat, of die olie-inhoud en uitlaattempo, deurlopend registreer. Die data wat aldus geregistreer is, moet identifiseerbaar wees volgens die tyd en datum van uitlating en minstens drie jaar lank bewaar word. Die olie-uitlaatmoniteer-en-beheerstelsel moet in werking kom wanneer [uitvloei] afvloei in die see uitgelaat word en moet sodanig werk dat die uitlaat van 'n olierige mengsel outomaties stopgesit word sodra die oomblikstempo van uitlating van olie dié wat by Regulasie 9(1)(a) van hierdie Aanhangel toegelaat word,

*Hier word verwys na die 'Recommendation on International Performance Specifications for Oily-Water Separating Equipment and Oil Content Meters' wat deur die Organisasie by resoluie A.233(VII) aangeneem is.

Any failure of this monitoring and control system shall stop the discharge and be noted in the Oil Record Book. A manually operated alternative method shall be provided and may be used in the event of such failure, but the defective unit shall be made operable **[before the oil tanker commences its next ballast voyage unless it is proceeding to a repair port]** as soon as possible. The port State authority may allow the tanker with a defective unit to undertake one ballast voyage before proceeding to a repair port. The oil discharge monitoring and control system shall be designed and installed in compliance with the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers developed by the Organization.* Administrations may accept such specific arrangements as detailed in the Guidelines and Specifications.”.

Substitution of Regulation 16 of Chapter II of Annex I to Convention

9. The following Regulation is hereby substituted for Regulation 16 of Chapter II of Annex I to the Convention:

“Regulation 16

Oil Discharge Monitoring and Control System and Oil Filtering Equipment

(1) Any ship of 400 tons gross tonnage and above but less than 10 000 tons gross tonnage shall be fitted with oil filtering equipment complying with paragraph (4) of this Regulation. Any such ship which carries large quantities of oil fuel shall comply with paragraph (2) of this Regulation or paragraph (1) of Regulation 14.

(2) Any ship of 10 000 tons gross tonnage and above shall be provided with oil filtering equipment, and with arrangements for an alarm and for automatically stopping any discharge of oily mixture when the oil content in the effluent exceeds 15 parts per million.

(3) (a) The Administration may waive the requirements of paragraphs (1) and (2) of this Regulation for any ship engaged exclusively on voyages within special areas provided that all of the following conditions are complied with:

- (i) the ship is fitted with a holding tank having a volume adequate, to the satisfaction of the Administration, for the total retention on board of the oily bilge water;
- (ii) all oily bilge water is retained on board for subsequent discharge to reception facilities;
- (iii) the Administration has determined that adequate reception facilities are available to receive such oily bilge water in a sufficient number of ports or terminals at which the ship calls;
- (iv) the International Oil Pollution Prevention Certificate, when required, is endorsed to the effect that the ship is exclusively engaged on voyages within special areas; and
- (v) the quantity, time, and port of the discharge are recorded in the Oil Record Book.

(b) The Administration shall ensure that ships of less than 400 tons gross tonnage are equipped, as far as practicable, to retain on board oil or oily mixtures or discharge them in accordance with the requirements of Regulation 9(1)(b) of this Annex.

(4) Oil filtering equipment referred to in paragraph (1) of this Regulation shall be of a design approved by the Administration and shall be such as will ensure that any oily mixture discharged into the sea after passing through the system has an oil content not exceeding 15 parts per million. In

*Reference is made to the Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers adopted by the Organization by resolution [A.496(XII)] A.586(14).

- 5 [oorskry] te bowe gaan. 'n Onklaarraking van hierdie moniteer-en-beheerstelsel moet die uitlating stopsit en moet in die Oliererekordboek aangeteken word. 'n Alternatiewe metode waar van handbediende toerusting gebruik gemaak word, moet voorsien word en kan gebruik word in die geval van sodanige onklaarraking, maar die defektiewe eenheid moet so gou moontlik herstel word [voordat die olietenskip met sy volgende ballasreis begin tensy dit na 'n herstelhawe onderweg is]. Die Hawestaatsowerheid kan die tenskip met 'n defektiewe eenheid toelaat om een ballasreis te onderneem voordat dit na 'n herstelhawe vaar.
- 10 Die olie-uitlaatmoniteer-en-beheerstelsel moet ontwerp en geïnstalleer word ooreenkomstig die 'Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers' wat deur die Organisasie opgestel is.* Administrasies mag sodanige spesifieke inrigtings soos uiteengesit in die 'Guidelines and Specifications' aanvaar."

Vervanging van Regulasie 16 van Hoofstuk II van Aanhangel I by Konvensie

- 15 9. Regulasie 16 van Hoofstuk II van Aanhangel I by die Konvensie word hierby deur die volgende Regulasie vervang:

"Regulasie 16

Olie-uitlaatmoniteer-en-beheerstelsel en Uitrusting vir Oliefiltrering

- 20 (1) 'n Skip met 'n bruto tonnemaat van 400 ton en meer maar minder as 10 000 ton bruto tonnemaat moet toegerus wees met oliefiltereuitrusting wat aan paragraaf (4) van hierdie Regulasie voldoen. Enige sodanige skip wat groot hoeveelhede brandstofolie aan boord het, moet aan paragraaf (2) van hierdie Regulasie of paragraaf (1) van Regulasie 14 voldoen.
- 25 (2) 'n Skip met 'n bruto tonnemaat van 10 000 ton en meer moet voorsien wees van oliefiltereuitrusting, en van inrigtings vir 'n alarm en om enige uitlating van 'n olierige mengsel outomaties te stop wanneer die olie-inhoud in die afvloei 15 dele per miljoen oorskry.
- 30 (3) (a) Die Administrasie kan vrystelling van die vereistes van paragrafe (1) en (2) van hierdie Regulasie verleen aan 'n skip wat uitsluitlik vaarte binne spesiale gebiede onderneem, mits daar aan al die volgende voorwaardes voldoen word:
- (i) Die skip is toegerus met 'n houertenk met 'n toereikende volume, ten
35 genoeg van die Administrasie, vir die aan boord hou van olierige kimwater;
- (ii) alle olierige kimwater word aan boord gehou vir uiteindelijke uitlaat
in ontvangsfasiliteite;
- (iii) die Administrasie het vasgestel dat toereikende ontvangsfasiliteite
40 beskikbaar is vir die ontvangs van sodanige olierige kimwater in 'n voldoende aantal hawens of eindpunte waar die skip aandoen;
- (iv) die Internasionale Sertifikaat vir die Voorkoming van Oliebesoedeling, wanneer vereis, is geëndosseer te dien effekte dat die skip
uitsluitlik vaarte binne spesiale gebiede onderneem; en
- (v) die hoeveelheid, die tyd en die hawe van die uitlating word in die
Oliererekordboek aangeteken.
- 45 (b) Die Administrasie moet verseker dat skepe met 'n bruto tonnemaat van minder as 400 ton sover moontlik toegerus is om olie of olierige mengsels aan boord te hou of om dit ooreenkomstig die vereistes van Regulasie 9(1)(b) van hierdie Aanhangel uit te laat.
- 50 (4) Die oliefiltereuitrusting in paragraaf (1) van hierdie Regulasie bedoel, moet van 'n ontwerp wees wat deur die Administrasie goedgekeur is en moet sodanig wees dat dit verseker dat 'n olierige mengsel wat in die see uitgelaat word nadat dit deur die stelsel beweeg het, 'n olie-inhoud van hoogstens 15 dele per miljoen het. By die oorweging van die ontwerp van

*Hier word verwys na die 'Revised Guidelines and Specifications for Oil Discharge Monitoring and Control Systems for Oil Tankers' wat deur die Organisasie by resoluie [A.496(XII)] A.586(14) aangeneem is.

considering the design of such equipment, the Administration shall have regard to the specifications recommended by the Organization*.

(5) Oil filtering equipment referred to in paragraph (2) of this Regulation shall be of a design approved by the Administration and shall be such as will ensure that any oil mixture discharged into the sea after passing through the system or systems has an oil content not exceeding 15 parts per million. It shall be provided with alarm arrangements to indicate when this level cannot be maintained. The system shall also be provided with arrangements such as will ensure that any discharge of oil mixtures is automatically stopped when the oil content of the effluent exceeds 15 parts per million. In considering the design of such equipment, the Administration shall have regard to the specification recommended by the Organization*.

(6) For ships delivered before 6 July 1993 the requirements of this Regulation shall apply from 6 July 1998 provided that these ships can operate with oily-water separating equipment (100 ppm equipment)."

Amendment of Regulation 17 of Chapter II of Annex I to Convention

10. Regulation 17 of Chapter II of Annex I to the Convention is hereby amended by the addition of the following paragraph:

"(3) Piping to and from sludge tanks shall have no direct connection overboard, other than the standard discharge connection referred to in Regulation 19."

Amendment of Regulation 21 of Chapter II of Annex I to Convention

11. Regulation 21 of Chapter II of Annex I to the Convention is hereby amended—

(a) by the substitution for subparagraph (c) of the following subparagraph:

"(c) [in any special area and] subject to the provisions of Regulation 11 of this Annex, the discharge into the sea of oil or oily mixture shall be prohibited except when the oil content of the discharge without dilution does not exceed 15 parts per million."; and

(b) by the deletion of subparagraph (d).

Amendment of Regulation 24 of Chapter III of Annex I to Convention

12. Regulation 24 of Chapter III of Annex I to the Convention is hereby amended by the substitution for paragraph (4) of the following paragraph:

"(4) 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:
($0.5 bi/B + 0.1$) L
but not to exceed $0.2L$

(b) where a centreline longitudinal bulkhead is provided inside the cargo tanks:
($0.25 bi/B + 0.15$) L

(c) where two or more longitudinal bulkheads are provided inside the cargo tanks:
(i) for wing cargo tanks: $0.2L$
(ii) for centre cargo tanks:

(1) if bi/B is equal to or greater than one fifth: $0.2L$

(2) if bi/B is less than one fifth:

— where no centreline longitudinal bulkhead is provided:
($0.5 bi/B + 0.1$) L

— where a centreline longitudinal bulkhead is provided:
($0.25 bi/B + 0.15$) L

(d) bi 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 centreline at the level corresponding to the assigned summer freeboard."

*Reference is made to the Recommendation on International Performance and Test Specifications for Oily-Water Separating Equipment and Oil Content Meters adopted by the Organization by resolution A.393(X).

sodanige uitrusting moet die Administrasie die spesifikasies wat deur die Organisasie aanbeveel is, in ag neem*.

(5) Die oliefiltreeruitrusting in paragraaf (2) van hierdie Regulasie bedoel, moet van 'n ontwerp wees wat deur die Administrasie goedgekeur is en moet sodanig wees dat dit verseker dat 'n olierige mengsel wat in die see uitgelaat word nadat dit deur die stelsel of stelsels beweeg het, 'n olie-inhoud van hoogstens 15 dele per miljoen het. Die stelsel moet ook voorsien wees van inrigtings wat sal verseker dat enige uitlating van olierige mengsels outomaties gestop word wanneer die olie-inhoud van die afvloeisel 15 dele per miljoen oorskry. By die oorweging van die ontwerp van sodanige uitrusting moet die Administrasie die spesifikasies wat deur die Organisasie aanbeveel word, in ag neem*.

(6) Die bepalinge van hierdie Regulasie is met ingang van 6 Julie 1998 van toepassing op skepe wat voor 6 Julie 1993 gelewer is, mits hierdie skepe bedryf kan word met uitrusting vir die afskeiding van olierige water (100 dpm-uitrusting).”.

Wysiging van Regulasie 17 van Hoofstuk II van Aanhangsel I by Konvensie

10. Regulasie 17 van Hoofstuk II van Aanhangsel I by die Konvensie word hierby gewysig deur die volgende paragraaf by te voeg:

20 “(3) Pype na en van die slyktenks mag geen ander regstreekse verbinding as die standaard uitlaatkoppelstuk in Regulasie 19 bedoel, oorboord hê nie.”.

Wysiging van Regulasie 21 van Hoofstuk II van Aanhangsel I by Konvensie

11. Regulasie 21 van Hoofstuk II van Aanhangsel I by die Konvensie word hierby gewysig—

- 25 (a) deur subparagraaf (c) deur die volgende subparagraaf te vervang:
- “(c) dit [**in enige spesiale gebied en**] behoudens die bepalinge van Regulasie 11 van hierdie Aanhangsel verbode is om olie of 'n olierige mengsel in die see uit te laat behalwe wanneer die olie-inhoud van die uitlating sonder verdunning hoogstens 15 dele per miljoen is.”; en
- 30 (b) deur subparagraaf (d) te skrap.

Wysiging van Regulasie 24 van Hoofstuk III van Aanhangsel I by Konvensie

12. Regulasie 24 van Hoofstuk III van Aanhangsel I by die Konvensie word hierby gewysig deur paragraaf (4) deur die volgende paragraaf te vervang:

- 35 “(4) Die lengte van elke vragtenk mag nie meer wees as 10 meter of een van die volgende waardes nie, watter ook al die grootste is:
- (a) Waar geen langsskot binne die vragtenks aangebring is nie:
($0.5 bi/B + 0.1$)L
maar nie meer as 0.2L nie
- 40 (b) Waar 'n langsskot op die middellyn binne die vragtenks aangebring is:
($0.25 bi/B + 0.15$)L
- (c) Waar twee of meer langsskotte binne die vragtenks aangebring is:
- (i) vir syvragtenks: 0.2L
- (ii) vir middelvragtenks:
- 45 (1) indien bi/B gelyk is aan of groter is as een vyfde: 0.2L
- (2) indien bi/B kleiner is as een vyfde:
- waar daar nie 'n langsskot op die middellyn aangebring is nie:
($0.5 bi/B + 0.1$)L
- waar 'n langsskot op die middellyn aangebring is:
($0.25 bi/B + 0.15$)L
- 50 (d) bi is die minimum afstand vanaf die skip se sy tot by die buitenste langsskot van die betrokke tenk binneboords gemeet reghoekig met die middellyn by die vlak wat ooreenstem met die vasgestelde somervryboord.”.

*Hier word verwys na die ‘Recommendation on International Performance and Test Specifications for Oily-Water Separating Equipment and Oil Content Meters’ wat deur die Organisasie by resoluie A.393(X) aangeneem is.

Addition of Chapter IV to Annex I to Convention

13. The Convention is hereby amended by the addition to Annex I to the Convention of the following Chapter:

**“CHAPTER IV—PREVENTION OF POLLUTION ARISING
FROM AN OIL POLLUTION INCIDENT** 5

Regulation 26

Shipboard Oil Pollution Emergency Plans

- (1) Every oil tanker of 150 tons gross tonnage and above and every ship other than an oil tanker of 400 tons gross tonnage and above shall carry on board a shipboard oil pollution emergency plan approved by the Administration. In the case of ships built before 4 April 1993 this requirement shall apply 24 months after that date. 10
- (2) Such a plan shall be in accordance with guidelines* developed by the Organization and written in the working language of the master and officers. The plan shall consist at least of: 15
- (a) The procedure to be followed by the master or other persons having charge of the ship to report an oil pollution incident, as required in Article 8 and Protocol I of the present Convention, based on the guidelines developed by the Organization**;
 - (b) the list of authorities or persons to be contacted in the event of an oil pollution incident; 20
 - (c) a detailed description of the action to be taken immediately by persons on board to reduce or control the discharge of oil following the incident; and
 - (d) the procedures and point of contact on the ship for co-ordinating shipboard action with national and local authorities in combating the pollution.”. 25

Substitution of Forms A and B of Appendix II to Annex I to Convention

14. The following Forms are hereby substituted for Forms A and B of Appendix II to Annex I to the Convention: 30

“FORM A

(Revised 1991)

**SUPPLEMENT TO THE INTERNATIONAL OIL POLLUTION PREVENTION
CERTIFICATE (IOPP CERTIFICATE)**

**RECORD OF CONSTRUCTION AND EQUIPMENT FOR SHIPS OTHER 35
THAN OIL TANKERS**

in respect of the provisions of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as ‘the Convention’).

*Reference is made to ‘Guidelines for the development of shipboard oil pollution emergency plans’ to be developed by the Organization.

**Reference is made to General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants adopted by the Organization by resolution A.648(16).

Byvoeging van Hoofstuk IV by Aanhangsel I by Konvensie

13. Die Konvensie word hierby gewysig deur die volgende Hoofstuk by Aanhangsel I by die Konvensie te voeg:

**“HOOFSTUK IV—VOORKOMING VAN BESOEDELING WAT
SPRUIT UIT 'N OLIEBESOEDELINGSVOORVAL**

Regulasie 26***Skeepsboordnoodplanne vir Oliebesoedeling***

(1) Elke olietenkskip met 'n bruto tonnemaat van 150 ton en meer en elke skip, uitgesonderd 'n olietenkskip met 'n bruto tonnemaat van 400 ton en meer, moet 'n skeepsboordnoodplan vir oliebesoedeling aan boord hê wat goedgekeur is deur die Administrasie. In die geval van skepe wat voor 4 April 1993 gebou is, is hierdie vereiste 24 maande na daardie datum van toepassing.

(2) Sodanige plan moet ooreenkomstig riglyne* wees wat deur die Organisasie opgestel word en moet uiteengesit word in die werktaal van die gesagvoerder en offisiere. Die plan moet minstens die volgende bevat:

- (a) Die prosedure wat gevolg moet word deur die gesagvoerder of ander persone wat in beheer is van die skip, om 'n oliebesoedelingsvoorval aan te meld, soos vereis by Artikel 8 en Protokol I van die huidige Konvensie en wat gebaseer is op riglyne wat deur die Organisasie opgestel is;**
- (b) die lys van owerhede of persone met wie in verbinding getree moet word in die geval van 'n oliebesoedelingsvoorval;
- (c) 'n gedetailleerde beskrywing van die stappe wat onmiddellik deur persone aan boord gedoen moet word om die uitlaat van olie as gevolg van die voorval te verminder of te beheer;
- (d) die prosedures wat gevolg word by, en die punt op die skip van waar daar met nasionale en plaaslike owerhede geskakel word met die oog op, die koördinering van skeepsboordoptrede ter bestryding van besoedeling.”

Vervanging van Vorms A en B van Byvoegsel II by Aanhangsel I by Konvensie

14. Vorms A en B van Byvoegsel II by Aanhangsel I by die Konvensie word hierby deur die volgende Vorms vervang:

“VORM A

(*Hersien 1991*)

**BYVOEGSEL BY DIE INTERNASIONALE SERTIFIKAAT VIR DIE
VOORKOMING VAN OLIEBESOEDELING (IOBV-SERTIFIKAAT)****REKORD VAN BOU EN UITRUSTING VIR ANDER SKEPE AS OLIETENK-
SKEPE**

ingevolge die bepalinge van Aanhangsel I by die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos aangepas deur die Protokol van 1978 wat daarop betrekking het (hieronder 'die Konvensie' genoem).

*Hier word verwys na 'Guidelines for the development of shipboard oil pollution emergency plans' wat deur die Organisasie opgestel gaan word.

**Hier word verwys na 'General Principles for Ship Reporting Systems and Ship Reporting Requirements', insluitende 'Guidelines for Reporting Incidents involving Dangerous Goods, Harmful Substances and/or Marine Pollutants' wat deur die Organisasie by resoluie A.648(16) aangeneem is.

Notes:

1. This form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. 'ships other than any of the above'. For oil tankers and ships other than oil tankers with cargo tanks coming under Regulation 2(2) of Annex I to the Convention, Form B shall be used. 5
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times.
3. If the language of the original Record is neither English nor French, the text shall include a translation into one of these languages.
4. Entries in boxes shall be made by inserting either a cross (X) for the answers 'yes' and 'applicable' or a dash (—) for the answers 'no' and 'not applicable' as appropriate. 10
5. Regulations mentioned in this Record refer to regulations of Annex I to the Convention and resolutions refer to those adopted by the International Maritime Organization. 15

1. PARTICULARS OF SHIP

- 1.1 Name of ship
- 1.2 Distinctive number or letters
- 1.3 Port of registry
- 1.4 Gross tonnage..... 20
- 1.5 Date of build:
 - 1.5.1 Date of building contract
 - 1.5.2 Date on which keel was laid or ship was at a similar stage of construction.....
 - 1.5.3 Date of delivery 25
- 1.6 Major conversion (if applicable):
 - 1.6.1 Date of conversion contract.....
 - 1.6.2 Date on which conversion was commenced.....
 - 1.6.3 Date of completion of conversion
- 1.7 Status of ship: 30
 - 1.7.1 New ship in accordance with Regulation 1(6) ☐
 - 1.7.2 Existing ship in accordance with Regulation 1(7) ☐
 - 1.7.3 The ship has been accepted by the Administration as an 'existing ship' under Regulation 1(7) due to unforeseen delay in delivery ☐ 35

2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 10 and 16)

- 2.1 Carriage of ballast water in oil fuel tanks:
 - 2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks ☐ 40
- 2.2 Type of oil filtering equipment fitted:
 - 2.2.1 Oil filtering (15 ppm) equipment (Regulation 16(4)) ☐
 - 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 16(5)) ☐
- 2.3 The ship is allowed to operate with the existing equipment until 6 July 1998 (Regulation 16(6)) and fitted with: 45
 - 2.3.1 Oily-water separating (100 ppm) equipment ☐
 - 2.3.2 Oil filtering (15 ppm) equipment without alarm ☐
 - 2.3.3 Oil filtering (15 ppm) equipment without alarm and manual stopping device ☐ 50
- 2.4 Approval standards:
 - 2.4.1 The separating/filtering equipment:
 - .1 has been approved in accordance with resolution A.393(X) ☐
 - .2 has been approved in accordance with resolution A.233(VII) ☐
 - .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) ☐ 55
 - .4 has not been approved ☐

Opmerkings:

1. Hierdie vorm moet gebruik word vir skepe van die derde tipe soos gekategoriseer in die IOBV-sertifikaat, d.i. 'ander skepe as enige van bogenoemde'. Vir olietenkskepe en ander skepe as olietenkskepe met vragtenks wat onder Regulasie 2(2) van Aanhangsel I by die Konvensie val, moet Vorm B gebruik word.
2. Hierdie Rekord moet permanent aan die IOBV-sertifikaat vasgeheg wees. Die IOBV-sertifikaat moet te alle tye aan boord van die skip beskikbaar wees.
3. Indien die taal van die oorspronklike Rekord nie Engels of Frans is nie, moet die teks 'n vertaling in een van hierdie tale insluit.
4. Inskrywings in spasies moet gemaak word deur óf 'n kruisie (X) vir die antwoorde 'ja' en 'van toepassing' óf 'n strepie (—) vir die antwoorde 'nee' en 'nie van toepassing nie', soos toepaslik.
5. Regulasies in hierdie Rekord genoem, verwys na Regulasies van Aanhangsel I by die Konvensie en Resolusies verwys na dié wat deur die Internasionale Maritieme Organisasie aangeneem is.

1. BESONDERHEDE VAN SKIP

- 1.1 Naam van skip
- 1.2 Onderskeidingsnommer of -letters
- 1.3 Registrasiehawe
- 1.4 Bruto tonnemaat.....
- 1.5 Datum van konstruksie:
 - 1.5.1 Datum van boukontrak
 - 1.5.2 Datum waarop die kiel gelê is of die skip in 'n dergelike stadium van konstruksie was.....
 - 1.5.3 Datum van aflewering
- 1.6 Groot ombouing (indien van toepassing):
 - 1.6.1 Datum van ombouingskontrak
 - 1.6.2 Datum waarop met ombouing begin is.....
 - 1.6.3 Datum van afhandeling van ombouing.....
- 1.7 Status van skip:
 - 1.7.1 Nuwe skip ooreenkomstig Regulasie 1(6) ☐
 - 1.7.2 Bestaande skip ooreenkomstig Regulasie 1(7) ☐
 - 1.7.3 Die skip is deur die Administrasie aanvaar as 'n 'bestaande skip' ingevolge Regulasie 1(7) weens 'n onvoorsiene oponthoud met die aflewering ☐

2. UITRUSTING VIR DIE BEHEER VAN OLIE-AFVLOEISEL
VANUIT MASJINERIERUIMTEKIMME EN BRANDSTOFOLIE-
TENKS (Regulasies 10 en 16)

- 2.1 Vervoer van ballaswater in brandstofolietenks:
 - 2.1.1 Die skip kan onder normale omstandighede ballaswater in brandstofolietenks vervoer ☐
- 2.2 Tipe oliefiltreeruitrusting aangebring:
 - 2.2.1 Oliefiltreeruitrusting (15 dpm) (Regulasie 16(4)) ☐
 - 2.2.2 Oliefiltreeruitrusting (15 dpm) met alarm en outomatiese stopstoel (Regulasie 16(5)) ☐
- 2.3 Die skip word toegelaat om tot 6 Julie 1998 met bestaande uitrusting in bedryf te wees (Regulasie 16(6)) en is toegerus met:
 - 2.3.1 Uitrusting vir die afskeiding van olierige water (100 dpm) ☐
 - 2.3.2 Oliefiltreeruitrusting (15 dpm) sonder alarm ☐
 - 2.3.3 Oliefiltreeruitrusting (15 dpm) sonder alarm en handbediende stopstoel ☐
- 2.4 Goedkeuringstandaarde:
 - 2.4.1 Die skeidings-/filtreeruitrusting:
 - .1 is goedgekeur ooreenkomstig resolusie A.393(X) ☐
 - .2 is goedgekeur ooreenkomstig resolusie A.233(VII) ☐
 - .3 is goedgekeur ooreenkomstig nasionale standaard nie op resolusie A.393(X) of A.233(VII) gebaseer nie ☐
 - .4 is nie goedgekeur nie ☐

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- 2.4.2 The process unit has been approved in accordance with resolution A.444(XI) ☐
- 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X) ☐
- 2.5 Maximum throughput of the system is m³/h 5
- 2.6 Waiver of Regulation 16
- 2.6.1 The requirements of Regulation 16(1) or (2) are waived in respect of the ship in accordance with Regulation 16(3)(a). The ship is engaged exclusively on:
- .1 Voyages within special area(s):..... 10
..... ☐
- .2 Voyages within 12 nautical miles of the nearest land outside special area(s) restricted to: 15
..... ☐
- 2.6.2 The ship is fitted with holding tank(s) having a volume of m³ for the total retention on board of all oily bilge water ☐
3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 17) 20
- 3.1 The ship is provided with oil residue (sludge) tanks as follows:
- | Tank identification | Tank | Location | Volume (m ³) |
|---------------------|--------------------|---------------------|--------------------------|
| | Frames (from)—(to) | Lateral Position | |
| | | | |
| | | Total volume: | m ³ |
- 3.2 Means for the disposal of residues in addition to the provisions of sludge tanks: 25
- 3.2.1 incinerator for oil residues, capacity ℓ/h ☐
- 3.2.2 auxiliary boiler suitable for burning oil residues ☐
- 3.2.3 tank for mixing oil residues with fuel oil, capacity m³ ☐
- 3.2.4 other acceptable means: 30
..... ☐
4. STANDARD DISCHARGE CONNECTION (Regulation 19)
- 4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with Regulation 19 ☐ 35
5. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 26)
- 5.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with Regulation 26 ☐
6. EXEMPTION
- 6.1 Exemptions have been granted by the Administration from the requirements of Chapter II of Annex I to the Convention in accordance with Regulation 2(4)(a) on those items listed under paragraph(s)..... 40
.....of this Record ☐
7. EQUIVALENTS (Regulation 3) 45
- 7.1 Equivalents have been approved by the Administration for certain requirements of Annex I listed under paragraph(s)
.....of this Record ☐
- THIS IS TO CERTIFY that this Record is correct in all respects. 50
- Issued at
(Place of issue of the Record)
- 19...
(Signature of duly authorized officer issuing the Record)
(Seal or stamp of the issuing authority, as appropriate) 55

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- 2.4.2 Die prosesseereenheid is goedgekeur ooreenkomstig
resolusie A.444(XI) ☐
- 2.4.3 Die olie-inhoudmeter is goedgekeur ooreenkomstig
resolusie A.393(X) ☐
- 5 2.5 Die maksimum deurlaat van die stelsel is m³/h
- 2.6 Vrystelling van Regulasie 16
- 2.6.1 Vrystelling word verleen van die vereistes van Regulasie 16(1)
of (2) ten opsigte van die skip ooreenkomstig Regulasie 16(3)(a).
Die skip word uitsluitlik gebruik vir:
- 10 .1 Vaarte binne spesiale gebied(e): ☐
-
- .2 Vaarte binne 12 seemyl van die naaste land buite spesiale
gebied(e) beperk tot: ☐
- 15 ☐
- 2.6.2 Die skip is toegerus met houertenk(s) met 'n volume van ... m³
vir die totale aan boord hou van alle olierige kimwater ☐
3. METODE VIR DIE HOU EN UITLAAT VAN OLIERESIDU'S (SLYK)
- 20 (Regulasie 17)
- 3.1 Die skip word soos volg toegerus met olieresidutenks (slyktenks):
- | Tenkidentifikasie | Tenk | Ligging | Volume (m ³) |
|-------------------|---------------------|-------------------------------------|--------------------------|
| | Rame
(van)—(tot) | Laterale Posisie | |
| | | | |
| | | Totale volume: m ³ | |
- 25 3.2 Middele vir die wegdoen van olieresidu's bykomend by die voorsiening
van slyktenks:
- 3.2.1 Verbrander vir olieresidu's, kapasiteit l/h ☐
- 3.2.2 hulpketel geskik vir die verbranding van olieresidu's ☐
- 3.2.3 tenk vir die meng van olieresidu's met brandstofolie,
30 kapasiteit m³ ☐
- 3.2.4 ander aanvaarbare middele: ☐
-
4. STANDAARD UITLAATKOPPELSTUKKE (Regulasie 19)
- 4.1 Die skip is voorsien van 'n pypleiding vir die uitlaat van residu's
35 vanuit masjineriekimme in ontvangsfasiliteite en is toegerus met 'n
standaard uitlaatkoppelstuk ooreenkomstig Regulasie 19 ☐
5. SKEEPSBOORDNOODPLAN VIR OLIEBESOEDELING (Regulasie 26)
- 5.1 Die skip is voorsien van 'n skeepsboordnoodplan vir
oliebesoedeling ooreenkomstig Regulasie 26 ☐
- 40 6. VRYSTELLING
- 6.1 Die Administrasie het ooreenkomstig Regulasie 2(4)(a) vrystelling
verleen van die vereistes van Hoofstuk II van Aanhangsel I by die
Konvensie ten opsigte van die items gelys in paragraaf/paragrafe
.....
- 45 van hierdie Rekord ☐
7. EKWIVALENTE (Regulasie 3)
- 7.1 Ekwivalente is deur die Administrasie goedgekeur vir sekere vereistes
van Aanhangsel I ten opsigte van die items gelys in paragraaf/paragrafe
.....
- 50 van hierdie Rekord ☐
- HIERBY WORD GESERTIFISEER dat hierdie Rekord in alle opsigte korrek is.
Uitgereik te
(Plek van uitreiking van die Rekord)
- 19... ..
55 (Handtekening van behoorlik gemagtigde beampte wat die
Rekord uitreik)
(Seël of stempel van die uitreikowerheid, waar van toepassing)

FORM B*(Revised 1991)***SUPPLEMENT TO INTERNATIONAL OIL POLLUTION PREVENTION
CERTIFICATE (IOPP CERTIFICATE)****RECORD OF CONSTRUCTION AND EQUIPMENT FOR OIL TANKERS 5**

in respect of the provisions of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (hereinafter referred to as 'the Convention').

Notes:

1. This form is to be used for the third type of ships as categorized in the IOPP Certificate, i.e. 'ships other than any of the above'. For oil tankers and ships other than oil tankers with cargo tanks coming under Regulation 2(2) of Annex I to the Convention, Form A shall be used. 10
2. This Record shall be permanently attached to the IOPP Certificate. The IOPP Certificate shall be available on board the ship at all times. 15
3. If the language of the original Record is neither English nor French, the text shall include a translation into one of these languages.
4. Entries in boxes shall be made by inserting either a cross (X) for the answers 'yes' and 'applicable' or a dash (—) for the answers 'no' and 'not applicable' as appropriate. 20
5. Unless otherwise stated, Regulations mentioned in this Record refer to Regulations of Annex I to the Convention and Resolutions refer to those adopted by the International Maritime Organization.

1. PARTICULARS OF SHIP

- 1.1 Name of ship..... 25
- 1.2 Distinctive numbers or letters.....
- 1.3 Port of registry.....
- 1.4 Gross tonnage.....
- 1.5 Carrying capacity of ship(m³)
- 1.6 Deadweight of ship(metric tons) (Regulation 1(22)) 30
- 1.7 Length of ship(m) (Regulation 1(18))
- 1.8 Date of build:
 - 1.8.1 Date of building contract.....
 - 1.8.2 Date on which keel was laid or ship was at a similar stage of construction..... 35
 - 1.8.3 Date of delivery.....
- 1.9 Major conversion (if applicable):
 - 1.9.1 Date of conversion contract.....
 - 1.9.2 Date on which conversion was commenced.....
 - 1.9.3 Date of completion of conversion 40
- 1.10 Status of ship:
 - 1.10.1 New ship in accordance with Regulation 1(6) ☐
 - 1.10.2 Existing ship in accordance with Regulation 1(7) ☐
 - 1.10.3 New oil tanker in accordance with Regulation 1(26) ☐
 - 1.10.4 Existing oil tanker in accordance with Regulation 1(27) ☐ 45
 - 1.10.5 The ship has been accepted by the Administration as an 'existing ship' under Regulation 1(7) due to unforeseen delay in delivery ☐
 - 1.10.6 The ship has been accepted by the Administration as an 'existing ship' under Regulation 1(27) due to unforeseen delay in delivery ☐
 - 1.10.7 The ship is not required to comply with the provisions of Regulation 24 due to unforeseen delay in delivery ☐ 50

VORM B*(Hersien 1991)***BYVOEGSEL BY DIE INTERNASIONALE SERTIFIKAAT VIR DIE
VOORKOMING VAN OLIEBESOEDELING (IOBV-SERTIFIKAAT)****5 REKORD VAN BOU EN UITRUSTING VIR OLIENTENKSKEPE**

ingevolge die bepalings van die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos aangepas deur die Protokol van 1978 wat daarop betrekking het (hieronder 'die Konvensie' genoem).

Opmerkings:

1. Hierdie vorm moet gebruik word vir skepe van die derde tipe soos gekategoriseer in die IOBV-sertifikaat, d.i. 'ander skepe as enige van bogenoemde'. Vir olietenkskepe en ander skepe as olietenkskepe met vragtenks wat onder Regulasie 2(2) van Aanhangel I by die Konvensie val, moet Vorm A gebruik word.
2. Hierdie Rekord moet permanent aan die IOBV-sertifikaat vasgeheg wees. Die IOBV-sertifikaat moet te alle tye aan boord van die skip beskikbaar wees.
3. Indien die taal van die oorspronklike Rekord nie Engels of Frans is nie, moet die teks 'n vertaling in een van hierdie tale insluit.
4. Inskrywings in spasies moet gemaak word deur óf 'n kruisie (X) vir die antwoorde 'ja' en 'van toepassing' óf 'n strepie (—) vir die antwoorde 'nee' en 'nie van toepassing nie', soos toepaslik.
5. Tensy anders vermeld, verwys die Regulasies in hierdie Rekord genoem na Regulasies van Aanhangel I by die Konvensie en Resolusies verwys na dié wat deur die Internasionale Maritieme Organisasie aangeneem is.

1. BESONDERHEDE VAN SKIP

- 1.1 Naam van skip
- 1.2 Onderskeidingsnommers of -letters.....
- 1.3 Registrasiehawe
- 1.4 Bruto tonnemaat.....
- 1.5 Drakapasiteit van skip(m³)
- 1.6 Ladingsgewig van skip.....(metrieke ton) (Regulasie 1(22))
- 1.7 Lengte van skip..... (m) (Regulasie 1(18))
- 1.8 Datum van konstruksie:
 - 1.8.1 Datum van boukontrak
 - 1.8.2 Datum waarop die kiel gelê is of die skip in 'n dergelike stadium van konstruksie was.....
 - 1.8.3 Datum van aflewering
- 1.9 Groot ombouing (indien van toepassing):
 - 1.9.1 Datum van ombouingskontrak
 - 1.9.2 Datum waarop met ombouing begin is.....
 - 1.9.3 Datum van afhandeling van ombouing.....
- 1.10 Status van skip:
 - 1.10.1 Nuwe skip ooreenkomstig Regulasie 1(6) ☐
 - 1.10.2 Bestaande skip ooreenkomstig Regulasie 1(7) ☐
 - 1.10.3 Nuwe olietenkskip ooreenkomstig Regulasie 1(26) ☐
 - 1.10.4 Bestaande olietenkskip ooreenkomstig Regulasie 1(27) ☐
 - 1.10.5 Die skip is deur die Administrasie aanvaar as 'n 'bestaande skip' ingevolge Regulasie 1(7) weens 'n onvoorsiene oponthoud met die aflewering ☐
 - 1.10.6 Die skip is deur die Administrasie aanvaar as 'n 'bestaande skip' ingevolge Regulasie 1(27) weens 'n onvoorsiene oponthoud met die aflewering ☐
 - 1.10.7 Die skip hoef nie aan die bepalings van Regulasie 24 te voldoen nie weens 'n onvoorsiene oponthoud met die aflewering ☐

- 1.11 Type of ship:
- 1.11.1 Crude oil tanker ☐
 - 1.11.2 Product carrier ☐
 - 1.11.3 Crude oil/product carrier ☐
 - 1.11.4 Combination carrier ☐ 5
 - 1.11.5 Ship, other than an oil tanker, with cargo tanks coming under Regulation 2(2) of Annex I to the Convention ☐
 - 1.11.6 Oil tanker dedicated to the carriage of products referred to in Regulation 15(7) ☐
 - 1.11.7 The ship, being designated as a 'crude oil tanker' operating with COW, is also designated as a 'product carrier' operating with CBT, for which a separate IOPP Certificate has also been issued ☐ 10
 - 1.11.8 The ship, being designated as a 'product carrier' operating with CBT, is also designated as a 'crude oil tanker' operating with COW, for which a separate IOPP Certificate has also been issued ☐ 15
 - 1.11.9 Chemical tanker carrying oil ☐
2. EQUIPMENT FOR THE CONTROL OF OIL DISCHARGE FROM MACHINERY SPACE BILGES AND OIL FUEL TANKS (Regulations 10 and 16)
- 2.1 Carriage of ballast water in oil fuel tanks:
 - 2.1.1 The ship may under normal conditions carry ballast water in oil fuel tanks ☐ 20
 - 2.2 Type of oil filtering equipment fitted:
 - 2.2.1 Oil filtering (15 ppm) equipment (Regulation 16(4)) ☐
 - 2.2.2 Oil filtering (15 ppm) equipment with alarm and automatic stopping device (Regulation 16(5)) ☐ 25
 - 2.3 The ship is allowed to operate with the existing equipment until 6 July 1998 (Regulation 16(6)) and fitted with:
 - 2.3.1 Oily-water separating (100 ppm) equipment ☐
 - 2.3.2 Oil filtering (15 ppm) equipment without alarm ☐
 - 2.3.3 Oil filtering (15 ppm) equipment without alarm and manual stopping device ☐ 30
 - 2.4 Approval standards:
 - 2.4.1 The separating/filtering equipment:
 - .1 has been approved in accordance with resolution A.393(X) ☐
 - .2 has been approved in accordance with resolution A.233(VII) ☐ 35
 - .3 has been approved in accordance with national standards not based upon resolution A.393(X) or A.233(VII) ☐
 - .4 has not been approved ☐
 - 2.4.2 The process unit has been approved in accordance with resolution A.444(XI) ☐ 40
 - 2.4.3 The oil content meter has been approved in accordance with resolution A.393(X) ☐
 - 2.5 Maximum throughput of the system ism³/h
 - 2.6 Waiver of Regulation 16
 - 2.6.1 The requirements of Regulation 16(1) or (2) are waived in respect of the ship in accordance with Regulation 16(3)(a). The ship is engaged exclusively on:
 - .1 Voyages within special area(s):..... ☐ 50
 - .2 Voyages within 12 nautical miles of the nearest land outside special area(s) restricted to: ☐
 - 2.6.2 The ship is fitted with holding tank(s) having a volume of m³ for the total retention on board of all oily bilge water ☐ 55
 - 2.6.3 In lieu of the holding tank the ship is provided with arrangements to transfer bilge water to the slop tank ☐
3. MEANS FOR RETENTION AND DISPOSAL OF OIL RESIDUES (SLUDGE) (Regulation 17) 60
- 3.1 The ship is provided with oil residue (sludge) tanks as follows:

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- 1.11 Tipe skip:
- 1.11.1 Ru-olietenkskip ☐
- 1.11.2 Produkkarweier ☐
- 1.11.3 Ru-olie-/produkcarweier ☐
- 5 1.11.4 Kombinasiekarweier ☐
- 1.11.5 Ander skip as 'n olietenkskip met vragtenks wat onder
Regulasie 2(2) van Aanhangsel I by die Konvensie val ☐
- 1.11.6 Olietenkskip bestem vir die vervoer van produkte in
Regulasie 15(7) vermeld ☐
- 10 1.11.7 Die skip, bestem as 'n 'ru-olietenkskip' met ROW bedryf,
is ook bestem as 'n 'produkcarweier' wat met SBT bedryf
word, waarvoor 'n afsonderlike IOBV-sertifikaat uitgereik is ☐
- 1.11.8 Die skip, bestem as 'n 'produkcarweier' met SBT bedryf, is
ook bestem as 'n 'ru-olietenkskip' wat met ROW bedryf word,
waarvoor 'n afsonderlike IOBV-sertifikaat ook uitgereik is ☐
- 15 1.11.9 Chemiese tenkskip wat olie vervoer ☐
2. UITRUSTING VIR DIE BEHEER VAN OLIE-AFVLOEISEL VANUIT MASJINE-
RIERUIMTEKIMME EN BRANDSTOFOLIETENKS (Regulasies 10 en 16)
- 2.1 Vervoer van ballaswater in brandstofolietenks:
- 20 2.1.1 Die skip kan onder normale omstandighede ballaswater in
brandstofolietenks vervoer ☐
- 2.2 Tipe oliefilteruitrusting aangebring:
- 2.2.1 Oliefilteruitrusting (15 dpm) (Regulasie 16(4)) ☐
- 2.2.2 Oliefilteruitrusting (15 dpm) met alarm en outomatiese
stopstoel (Regulasie 16(5)) ☐
- 25 2.3 Die skip word toegelaat om tot 6 Julie 1998 met bestaande uitrusting
in bedryf te wees (Regulasie 16(6)) en is toegerus met:
- 2.3.1 Uitrusting vir die afskeiding van oliegerige water (100 dpm) ☐
- 2.3.2 Oliefilteruitrusting (15 dpm) sonder alarm ☐
- 30 2.3.3 Oliefilteruitrusting (15 dpm) sonder alarm en handbediende
stopstoel ☐
- 2.4 Goedkeuringstandaarde:
- 2.4.1 Die skeidings-/filteruitrusting: ☐
- .1 is goedgekeur ooreenkomstig resoluie A.393(X) ☐
- 35 .2 is goedgekeur ooreenkomstig resoluie A.233(VII) ☐
- .3 is goedgekeur ooreenkomstig nasionale standaarde nie op
resoluie A.393(X) of A.233(VII) gebaseer nie ☐
- .4 is nie goedgekeur nie ☐
- 2.4.2 Die prosesseereenheid is goedgekeur ooreenkomstig
resoluie A.444(XI) ☐
- 40 2.4.3 Die olie-inhoudmeter is goedgekeur ooreenkomstig
resoluie A.393(X) ☐
- 2.5 Die maksimum deurlaat van die stelsel ism³/h
- 2.6 Vrstelling van Regulasie 16
- 45 2.6.1 Vrstelling word verleen van die vereistes van Regulasie 16(1)
of (2) ten opsigte van die skip ooreenkomstig Regulasie 16(3)(a).
Die skip word uitsluitlik gebruik vir:
- .1 Vaarte binne spesiale gebied(e):..... ☐
- 50 ☐
- .2 Vaarte binne 12 seemyl van die naaste land buite
spesiale gebied(e) beperk tot:..... ☐
- ☐
- 2.6.2 Die skip is toegerus met houertenk(s) met 'n volume van m³
vir die aan boord hou van alle oliegerige kimwater ☐
- 2.6.3 In plaas van die houertenk is die skip voorsien van inrigtings
om kimwater na die sloptenk oor te plaas ☐
3. METODE VIR DIE HOU EN UITLAAT VAN OLIERESIDU'S (SLYK)
(Regulasie 17)
- 60 3.1 Die skip word soos volg toegerus met olieresidutenks (slyktenks):

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Tank identification	Tank	Location	Volume (m ³)
	Frames (from)—(to)	Lateral Position	
		Total volume: m ³	

- 3.2 Means for the disposal of residues in addition to the provisions of sludge tanks: 5
- 3.2.1 incinerator for oil residues, capacity ℓ/h ☐
- 3.2.2 auxiliary boiler suitable for burning oil residues ☐
- 3.2.3 tank for mixing oil residues with fuel oil, capacitym³ ☐
- 3.2.4 other acceptable means: ☐ 10
4. STANDARD DISCHARGE CONNECTION (Regulation 19)
- 4.1 The ship is provided with a pipeline for the discharge of residues from machinery bilges to reception facilities, fitted with a standard discharge connection in accordance with Regulation 19 ☐ 15
5. CONSTRUCTION (Regulations 13, 24 and 25)
- 5.1 In accordance with the requirements of Regulation 13, the ship is—
- 5.1.1 required to be provided with SBT, PL and COW ☐
- 5.1.2 required to be provided with SBT and PL ☐
- 5.1.3 required to be provided with SBT ☐
- 5.1.4 required to be provided with SBT or COW ☐ 20
- 5.1.5 required to be provided with SBT or CBT ☐
- 5.1.6 not required to comply with the requirements of Regulation 13 ☐
- 5.2 Segregated ballast tanks (SBT):
- 5.2.1 The ship is provided with SBT in compliance with Regulation 13 ☐
- 5.2.2 The ship is provided with SBT, in compliance with Regulation 13, which are arranged in protective locations (PL) in compliance with Regulation 13E ☐ 25
- 5.2.3 SBT are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)
		Total volume:m ³	

- 5.3 Dedicated clean ballast tanks (CBT):
- 5.3.1 The ship is provided with CBT in compliance with Regulation 13A, and may operate as a product carrier ☐
- 5.3.2 CBT are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)
		Total volume:m ³	

- 5.3.3 The ship has been supplied with a valid Dedicated Clean Ballast Tank Operation Manual, which is dated..... ☐
- 5.3.4 The ship has common piping and pump arrangements for ballasting the CBT and handling cargo oil ☐ 40
- 5.3.5 The ship has separate independent piping and pumping arrangements for ballasting the CBT ☐

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Tenkidentifikasie	Tenk	Ligging	Volume (m ³)
	Rame (van)—(tot)	Laterale Posisie	
		Totale volume: m ³	

- 3.2 Middele vir die wegdoen van residu's bykomend by die voorsiening van slyktenks:
- 5 3.2.1 Verbrander vir olieresidu's, kapasiteit..... ℓ/h ☐
- 3.2.2 hulpketel geskik vir die verbranding van olieresidu's ☐
- 3.2.3 tenk vir die meng van olieresidu's met brandstofolie, kapasiteit.....m³ ☐
- 10 3.2.4 ander aanvaarbare middele:..... ☐
4. STANDAARD UITLAATKOPPELSTUKKE (Regulasie 19)
- 4.1 Die skip is voorsien van 'n pypleiding vir die uitlaat van residu's vanuit masjineriekimme in ontvangsfasiliteite, toegerus met 'n standaard uitlaatkoppelstuk ooreenkomstig Regulasie 19 ☐
- 15 5. KONSTRUKSIE (Regulasies 13, 24 en 25)
- 5.1 Ooreenkomstig die vereistes van Regulasie 13—
- 5.1.1 moet die skip toegerus wees met GBT, BL en ROW ☐
- 5.1.2 moet die skip toegerus wees met GBT en BL ☐
- 20 5.1.3 moet die skip toegerus wees met GBT ☐
- 5.1.4 moet die skip toegerus wees met GBT of ROW ☐
- 5.1.5 moet die skip toegerus wees met GBT of SBT ☐
- 5.1.6 hoef die skip nie te voldoen aan die vereistes van Regulasie 13 nie ☐
- 25 5.2 Geskeideballastenks (GBT):
- 5.2.1 Die skip is toegerus met GBT ooreenkomstig Regulasie 13 ☐
- 5.2.2 Die skip is toegerus met GBT ooreenkomstig Regulasie 13 in beskermde liggings (BL) ooreenkomstig Regulasie 13E ☐
- 5.2.3 GBT is soos volg versprei:

30

Tenk	Volume (m ³)	Tenk	Volume (m ³)
		Totale volume:m ³	

- 5.3 Bestemde skoonballastenks (SBT):
- 5.3.1 Die skip is toegerus met SBT ooreenkomstig Regulasie 13A en kan as 'n produkkeerder bedryf word ☐
- 35 5.3.2 SBT is soos volg versprei:

Tenk	Volume (m ³)	Tenk	Volume (m ³)
		Totale volume:m ³	

- 5.3.3 Die skip is toegerus met 'n geldige Bedryfshandboek vir Bestemde Skoonballastenks, gedateer..... ☐
- 40 5.3.4 Die skip het algemene pyp- en pompinrigtings vir die inneem van ballas in die SBT en vir die hantering van vragolie ☐
- 5.3.5 Die skip het afsonderlike onafhanklike pyp- en pompinrigtings vir die inneem van ballas in die SBT ☐

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5.4	Crude oil washing (COW):		
5.4.1	The ship is equipped with a COW system in compliance with Regulation 13B	☐	
5.4.2	The ship is equipped with a COW system in compliance with Regulation 13B except that the effectiveness of the system has not been confirmed in accordance with Regulation 13(6) and paragraph 4.2.10 of the Revised COW specifications (resolution A.446(XI))	☐	5
5.4.3	The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated.....	☐	10
5.4.4	The ship is not required to be but is equipped with COW in compliance with the safety aspects of Revised COW Specifications (resolution A.446(XI))	☐	
5.5	Exemption from Regulation 13:		
5.5.1	The ship is solely engaged in trade between..... in accordance with Regulation 13C and is therefore exempted from the requirements of Regulation 13	☐	15
5.5.2	The ship is operating with special ballast arrangements in accordance with Regulation 13D and is therefore exempted from the requirements of Regulation 13	☐	20
5.6	Limitation of size and arrangements of cargo tanks (Regulation 24):		
5.6.1	The ship is required to be constructed according to, and complies with, the requirements of Regulation 24	☐	
5.6.2	The ship is required to be constructed according to, and complies with, the requirements of Regulation 24(4) (see Regulation 2(2))	☐	25
5.7	Subdivision and stability (Regulation 25):		
5.7.1	The ship is required to be constructed according to, and complies with, the requirements of Regulation 25	☐	
5.7.2	Information and data required under Regulation 25(5) have been supplied to the ship in an approved form	☐	30
5.8	Double hull construction:		
5.8.1	The ship is required to be constructed according to Regulation 13F and complies with the requirements of:		
.1	paragraph (3) (double hull construction)	☐	35
.2	paragraph (4) (mid-height deck tankers with double side construction)	☐	
.3	paragraph (5) (alternative method approved by the Marine Environment Protection Committee)	☐	
5.8.2	The ship is required to be constructed according to and complies with the requirements of Regulation 13F(7) (double bottom requirements)	☐	40
5.8.3	The ship is not required to comply with the requirements of Regulation 13F	☐	
5.8.4	The ship is subject to Regulation 13G and:		45
.1	is required to comply with Regulation 13F not later than	☐	
.2	is so arranged that the following tanks or spaces are not used for the carriage of oil	☐	
5.8.5	The ship is not subject to Regulation 13G	☐	50
6.	RETENTION OF OIL ON BOARD (Regulation 15)		
6.1	Oil discharge monitoring and control system:		
6.1.1	The ship comes under category oil tanker as defined in resolution A.496(XII) or A.586(14)* (<i>delete as appropriate</i>)	☐	
6.1.2	The system comprises:		55
.1	control unit	☐	
.2	computing unit	☐	
.3	calculating unit	☐	
6.1.3	The system is fitted with:		
.1	a starting interlock	☐	60
.2	automatic stopping device	☐	

*Oil tankers the keels of which are laid, or which are at a similar stage of construction, on or after 2 October 1986 should be fitted with a system approved under resolution A.586(14).

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- 5.4 Ru-oliëwassing (ROW):
- 5.4.1 Die skip is toegerus met 'n ROW-stelsel ooreenkomstig Regulasie 13B ☐
- 5.4.2 Die skip is toegerus met 'n ROW-stelsel ooreenkomstig Regulasie 13B behalwe dat die doeltreffendheid van die stelsel nie ooreenkomstig Regulasie 13(6) en paragraaf 4.2.10 van die Hersiene ROW-spesifikasies (resolusie A.446(XI)) bevestig is nie ☐
- 5.4.3 Die skip is voorsien van 'n geldige Bedryfshandboek vir Ru-oliëwassingsbedrywighede, gedateer..... ☐
- 5.4.4 Die skip is toegerus met ROW ooreenkomstig die veiligheidsaspekte van die Hersiene ROW-spesifikasies (resolusie A.446(XI)), maar hoef nie aldus toegerus te wees nie ☐
- 5.5 Vrystelling van Regulasie 13:
- 5.5.1 Die skip word uitsluitlik gebruik vir vragvaarte tussen.....
..... ooreenkomstig Regulasie 13C en word dus vrygestel van die vereistes van Regulasie 13 ☐
- 5.5.2 Die skip word met spesiale ballasreëlings bedryf ooreenkomstig Regulasie 13D en word dus vrygestel van die vereistes van Regulasie 13 ☐
- 5.6 Beperking van die grootte en inrigting van vragtenks (Regulasie 24):
- 5.6.1 Die skip moet gebou wees ooreenkomstig, en voldoen aan die vereistes van Regulasie 24 ☐
- 5.6.2 Die skip moet gebou wees ooreenkomstig, en voldoen aan die vereistes van Regulasie 24(4) (sien Regulasie 2(2)) ☐
- 5.7 Indeling en stabiliteit (Regulasie 25):
- 5.7.1 Die skip moet gebou wees ooreenkomstig, en voldoen aan die vereistes van Regulasie 25 ☐
- 5.7.2 Inligting en data vereis kragtens Regulasie 25(5) is in 'n goedgekeurde vorm aan die skip verskaf ☐
- 5.8 Dubbelrompkonstruksie:
- 5.8.1 Die skip moet gebou wees ooreenkomstig Regulasie 13F en voldoen aan die vereistes van:
- .1 paragraaf (3) (dubbelrompkonstruksie) ☐
- .2 paragraaf (4) (middelhoogte dektenkskepe met dubbelsykonstruksie) ☐
- .3 paragraaf (5) (alternatiewe metode goedgekeur deur die Komitee vir die Beskerming van die Mariene Omgewing) ☐
- 5.8.2 Die skip moet gebou wees ooreenkomstig, en voldoen aan die vereistes van Regulasie 13F(7) (dubbelbodemvereistes) ☐
- 5.8.3 Die skip hoef nie aan die vereistes van Regulasie 13F te voldoen nie ☐
- 5.8.4 Die skip is onderworpe aan Regulasie 13G en:
- .1 moet voldoen aan Regulasie 13F nie later nie as ☐
- .2 is aldus ingerig dat die volgende tenks of ruimtes nie vir die vervoer van olie gebruik word nie ☐
- 5.8.5 Die skip is nie aan Regulasie 13G onderworpe nie ☐
6. HOU VAN OLIE AAN BOORD (Regulasie 15)
- 6.1 Olie-uitlaatmoniteer-en-beheerstelsel:
- 6.1.1 Die skip is 'n kategorie -olietenkskip soos omskryf in resolusie A.496(XII) of A.586(14)* (*skrap waar van toepassing*) ☐
- 6.1.2 Die stelsel bestaan uit:
- .1 'n beheereenheid ☐
- .2 'n rekenaareenheid ☐
- .3 'n berekeningseenheid ☐
- 6.1.3 Die stelsel is toegerus met:
- .1 'n aanvangsgrendeltoestel ☐
- .2 'n outomatiese stopptoestel ☐

*Olietenkskepe waarvan die kiele gelê is of wat in 'n dergelike stadium van konstruksie is op of na 2 Oktober 1986 moet toegerus wees met 'n stelsel goedgekeur kragtens resolusie A.586(14).

- 6.1.4 The oil content meter is approved under the terms of resolution A.393(X) or A.586(14) (*delete as appropriate*) suitable for:
- .1 crude oil ☐
 - .2 black products ☐
 - .3 white products ☐ 5
 - .4 oil-like noxious liquid substances as listed in the attachment to the Certificate ☐
- 6.1.5 The ship has been supplied with an operation manual for the oil discharge monitoring and control system ☐ 10
- 6.2 Slop tanks:
- 6.2.1 The ship is provided with dedicated slop tank(s) with the total capacity of m³, which is % of the oil carrying capacity, in accordance with:
- .1 Regulation 15(2)(c) ☐
 - .2 Regulation 15(2)(c)(i) ☐ 15
 - .3 Regulation 15(2)(c)(ii) ☐
 - .4 Regulation 15(2)(c)(iii) ☐
- 6.2.2 Cargo tanks have been designed as slop tanks ☐
- 6.3 Oil/water interface detectors:
- 6.3.1 The ship is provided with oil/water interface detectors approved under the terms of resolution MEPC.5(XIII) ☐ 20
- 6.4 Exemptions from Regulation 15:
- 6.4.1 The ship is exempted from the requirements of Regulation 15(1), (2) and (3) in accordance with Regulation 15(7) ☐
- 6.4.2 The ship is exempted from the requirements of Regulation 15(1), (2) and (3) in accordance with Regulation 2(2) ☐ 25
- 6.5 Waiver of Regulation 15:
- 6.5.1 The requirements of Regulation 15(3) are waived in respect of the ship in accordance with Regulation 15(5)(b). The ship is engaged exclusively on:
- .1 Specific trade under Regulation 13C: ☐ 30
 - .2 Voyages within special area(s): ☐ 35
 - .3 Voyages within 50 nautical miles of the nearest land outside special area(s) of 72 hours or less in duration restricted to: .. ☐ 40
7. PUMPING, PIPING AND DISCHARGE ARRANGEMENTS (Regulation 18)
- 7.1 The overboard discharge outlets for segregated ballast are located:
- 7.1.1 above the waterline ☐
 - 7.1.2 below the waterline ☐ 45
- 7.2 The overboard discharge outlets, other than the discharge manifold, for clean ballast are located:*
- 7.2.1 above the waterline ☐
 - 7.2.2 below the waterline ☐
- 7.3 The overboard discharge outlets, other than the discharge manifold, for dirty ballast water or oil contaminated water from cargo tank areas are located:*
- 7.3.1 above the waterline ☐
 - 7.3.2 below the waterline in conjunction with the part flow arrangements in compliance with Regulation 18(6)(e) ☐
 - 7.3.3 below the waterline ☐ 50
- 7.4 Discharge of oil from cargo pumps and oil lines (Regulation 18(4) and (5)):
- 7.4.1 Means to drain all cargo pumps and oil lines at the completion of cargo discharge:
- .1 drainings capable of being discharged to a cargo tank or slop tank ☐ 60

*Only those outlets which can be monitored are to be indicated.

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- 6.1.4 Die olie-inhoudmeter is kragtens resolusie A.393(X) of A.586(14) (*skrap waar van toepassing*) goedgekeur en is geskik vir:
- 5 .1 ru-olie ☐
 .2 swartprodukte ☐
 .3 witprodukte ☐
 .4 olieagtige skadelike vloeistowwe soos gelys in die aanhangsel by die Sertifikaat ☐
- 6.1.5 Die skip is voorsien van 'n bedryfshandboek vir die olie-uitlaatmoniteer-en-beheerstelsel ☐
- 10 6.2 Sloptenks:
- 6.2.1 Die skip is toegerus met bestemde sloptenk(s) met 'n totale kapasiteit van m³, wat % van die oliedrakapasiteit is, ooreenkomstig:
- 15 .1 Regulasie 15(2)(c) ☐
 .2 Regulasie 15(2)(c)(i) ☐
 .3 Regulasie 15(2)(c)(ii) ☐
 .4 Regulasie 15(2)(c)(iii) ☐
- 6.2.2 Vragtenks is bestem as sloptenks ☐
- 20 6.3 Olie/water-skeidingsvlakverklidders:
- 6.3.1 Die skip is toegerus met olie/water-skeidingsvlakverklidders goedgekeur kragtens resolusie MEPC.5(XIII) ☐
- 6.4 Vrystelling van Regulasie 15:
- 6.4.1 Die skip is vrygestel van die vereistes van Regulasie 15(1), (2) en (3) ooreenkomstig Regulasie 15(7) ☐
- 25 6.4.2 Die skip is vrygestel van die vereistes van Regulasie 15(1), (2) en (3) ooreenkomstig Regulasie 2(2) ☐
- 6.5 Vrystelling van Regulasie 15:
- 6.5.1 Vrystelling van die vereistes van Regulasie 15(3) word ten opsigte van die skip verleen ooreenkomstig Regulasie 15(5)(b). Die skip word uitsluitlik gebruik vir:
- 30 .1 Spesifieke vragvaarte kragtens Regulasie 13C:

- 35 .2 Vaarte binne spesiale gebied(e):.....

 ☐
- 40 .3 Vaarte binne 50 seemyl van die naaste land buite spesiale gebied(e) van 72 uur of minder en beperk tot:

 ☐
7. POMP-, PYP- EN UITLAATINRIGTINGS (Regulasie 18)
- 7.1 Die oorboorduitlate vir geskeide ballas is geleë:
- 45 7.1.1 bo die waterlyn ☐
 7.1.2 onder die waterlyn ☐
- 7.2 Die oorboorduitlate, uitgesonderd die uitlaatspruit, vir skoon ballas is geleë:*
- 50 7.2.1 bo die waterlyn ☐
 7.2.2 onder die waterlyn ☐
- 7.3 Die oorboorduitlate, uitgesonderd die uitlaatspruit, vir vuil ballaswater of oliegekontamineerde water van vragtenkgebiede is geleë:*
- 55 7.3.1 bo die waterlyn ☐
 7.3.2 onder die waterlyn tesame met die deelvloei-inrigtings ooreenkomstig Regulasie 18(6)(e) ☐
 7.3.3 onder die waterlyn ☐
- 7.4 Uitlaat van olie uit vragpompe en olieleidings (Regulasie 18(4) en (5)):
- 7.4.1 Middele om alle vragpompe en olieleidings te dreineer by voltooiing van die vraguitlaat:
- 60 .1 dreineersels kan uitgelaat word in 'n vragtenk of sloptenk ☐

*Slegs die uitlate wat gemoniteer kan word, moet aangedui word.

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- .2 for discharge ashore a special small diameter line is provided ☐
8. SHIPBOARD OIL POLLUTION EMERGENCY PLAN (Regulation 26)
- 8.1 The ship is provided with a shipboard oil pollution emergency plan in compliance with Regulation 26 ☐
9. EQUIVALENT ARRANGEMENTS FOR CHEMICAL TANKERS CARRYING OIL 5
- 9.1 As equivalent arrangements for the carriage of oil by a chemical tanker, the ship is fitted with the following equipment in lieu of slop tanks (paragraph 6.2) and oil/water interface detectors (paragraph 6.3):
- 9.1.1 Oily-water separating equipment capable of producing effluent with oil content less than 100 ppm, with the capacity ofm³/h ☐ 10
- 9.1.2 a holding tank with the capacity ofm³ ☐
- 9.1.3 a tank for collecting tank washings which is:
- .1 a dedicated tank ☐
- .2 a cargo tank designated as a collecting tank ☐ 15
- 9.1.4 a permanently installed transfer pump for overboard discharge of effluent containing oil through the oily-water separating equipment ☐
- 9.2 The oily-water separating equipment has been approved under the terms of resolution A.393(X) and is suitable for the full range of Annex I products ☐ 20
- 9.3 The ship holds a valid Certificate of Fitness for the Carriage of Dangerous Chemicals in Bulk ☐
10. OIL-LIKE NOXIOUS LIQUID SUBSTANCES 25
- The ship is permitted in accordance with Regulation 14 of Annex II to the Convention to carry the oil-like noxious liquid substances specified in the list* attached ☐
11. EXEMPTION 30
- Exemptions have been granted by the Administration from the requirements of Chapter II of Annex I to the Convention in accordance with Regulation 2(4)(a) on those items listed under paragraph(s).....
-of this Record ☐
12. EQUIVALENTS (Regulation 3) 35
- Equivalents have been approved by the Administration for certain requirements of Annex I in respect of the items listed under paragraph(s).....
-of this Record ☐
- THIS IS TO CERTIFY that this Record is correct in all respects.
- Issued at 40
- (Place of issue of the Record)
-19 ...
- (Signature of duly authorized officer issuing the Record)
- (Seal or stamp of the issuing authority, as appropriate)".

Substitution of Appendix III to Annex I to Convention

45

15. The following Appendix is hereby substituted for Appendix III to Annex I to the Convention:

*The list of oil-like noxious substances permitted for carriage, signed, dated and certified by a seal or a stamp of the issuing authority shall be attached.

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- 2 vir uitlating op land word 'n spesiale leiding met 'n klein
diameter voorsien ☐
8. SKEEPSBOORDNOODPLAN VIR OLIEBESOEDELING (Regulasie 26)
- 8.1 Die skip is voorsien van 'n skeepsboordnoodplan vir
oliebesoedeling ooreenkomstig Regulasie 26 ☐
- 5 9. EKWIVALENTE INRIGTINGS VIR CHEMIESE TENKSKEPE WAT OLIE
VERVOER
- 9.1 Vir die vervoer van olie deur 'n chemiese tenkskip word die skip
toegerus met die volgende ekwivalente uitrusting in plaas van
10 sloptenks (paragraaf 6.2) en olie/water-skeidingsvlakverklidders
(paragraaf 6.3):
- 9.1.1 Uitrusting vir die afskeiding van olierige water, wat in staat
is om afvloei met 'n olie-inhoud van minder as 100 dpm
te produseer, met 'n kapasiteit vanm³/h ☐
- 15 9.1.2 'n houertenk met 'n kapasiteit vanm³ ☐
- 9.1.3 'n tenk vir die versameling van tenkwasreste wat:
- .1 'n bestemde tenk is ☐
- .2 'n vragtenk is wat bestem is as 'n versameltenk ☐
- 9.1.4 'n permanent geïnstalleerde oorvoerpomp vir die buiteboordse
20 uitlating van afvloei wat olie bevat, deur die uitrusting vir
die afskeiding van olierige water ☐
- 9.2 Die uitrusting vir die afskeiding van olierige water is goedgekeur
kragtens resolusie A.393(X) en is geskik vir die volledige reeks
Aanhangsel I-produkte ☐
- 25 9.3 Die skip beskik oor 'n geldige Geskiktheidsertifikaat vir die Vervoer
van Gevaarlike Chemikalieë in Massa ☐
10. OLIEAGTIGE SKADELIKE VLOEISTOWWE
- Die skip word ooreenkomstig Regulasie 14 van Aanhangsel II by die
Konvensie toegelaat om die olieagtige skadelike vloeistowwe wat
30 in die aangehegte lys* genoem word, te vervoer ☐
11. VRYSTELLING
- Die Administrasie het ooreenkomstig Regulasie 2(4)(a) vrystelling
verleen van die vereistes van Hoofstuk II van Aanhangsel I by die
Konvensie ten opsigte van die items gelys in paragraaf/paragraawe.....
- 35van hierdie Rekord ☐
12. EKWIVALENTE (Regulasie 3)
- Ekwivalente is deur die Administrasie goedgekeur vir sekere vereistes
van Aanhangsel I ten opsigte van die items gelys in paragraaf/paragraawe
- 40van hierdie Rekord ☐

HIERBY WORD GESERTIFISEER dat hierdie Rekord in alle opsigte korrek is.

Uitgereik te
(Plek van uitreiking van die Rekord)

45 19 ...
(Handtekening van behoorlik gemagtigde beampde wat die
Rekord uitreik)

(Seël of stempel van die uitreikowerheid, waar van toepassing)".

Vervanging van Byvoegsel III by Aanhangsel I by Konvensie

- 50 15. Byvoegsel III by Aanhangsel I by die Konvensie word hierby deur die volgende
Byvoegsel vervang:

*Die lys olieagtige skadelike vloeistowwe toegelaat vir vervoer, geteken, gedateer en gesertifiseer
deur 'n seël of stempel van die uitreikowerheid, moet aangeheg wees.

“Appendix III**FORM OF OIL RECORD BOOK****OIL RECORD BOOK****PART I—Machinery space operations***(All ships)*

5

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

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

10

INTRODUCTION

15

The following pages of this section show a comprehensive list of items of machinery space operations which are, when appropriate, to be recorded in the Oil Record Book in accordance with Regulation 20 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78). The items have been grouped into operational sections, each of which is denoted by a letter code. 20

When making entries in the Oil Record Book, the date, operational code and item number shall be inserted in the appropriate columns and the required particulars shall be recorded chronologically in the blank spaces.

Each completed operation shall be signed for and dated by the officer or officers in charge. Each completed page shall be signed by the master of the ship. 25

The Oil Record Book contains many references to oil quantity. The limited accuracy of tank measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book should be considered accordingly. 30

LIST OF ITEMS TO BE RECORDED**(A) BALLASTING OR CLEANING OF OIL FUEL TANKS**

1. Identity of tank(s) ballasted.
2. Whether cleaned since they last contained oil and, if not, type of oil previously carried. 35
3. Cleaning process:
 - .1 position of ship and time at the start and completion of cleaning;
 - .2 identify tank(s) in which one or another method has been employed (rinsing through, steaming, cleaning with chemicals, type and quantity of chemicals used); 40
 - .3 identify of tank(s) into which cleaning water was transferred.
4. Ballasting:
 - .1 position of ship and time at start and end of ballasting;
 - .2 quantity of ballast if tanks are not cleaned;
 - .3 position of ship at start of cleaning; 45
 - .4 position of ship at start of ballasting.

“Byvoegsel III**VORM VAN OLIEREKORDBOEK****OLIEREKORDBOEK****DEEL I—Masjinerieruimtebedryghede**

5

(Alle skepe)

Naam van skip:
 Onderskeidende nommer of letters:
 Bruto tonnemaat:
 Tydperk van: tot:

10

Opmerking: Elke olietenskip met 'n bruto tonnemaat van 150 ton en meer en elke skip met 'n bruto tonnemaat van 400 ton en meer, uitgesonderd olietenskepe, moet voorsien word van die Olieboek Deel I waarin die betrokke masjinerieruimtebedryghede aangeteken moet word. Olietenskepe moet verder ook voorsien word van die Olieboek Deel II waarin die betrokke vrag-/ballasbedryghede aangeteken moet word.

15

INLEIDING

Die volgende bladsye van hierdie afdeling bevat 'n uitgebreide lys items van masjinerieruimtebedryghede waarvan, waar van toepassing, rekord gehou moet word in die Olieboek ooreenkomstig Regulasie 20 van Aanhangel I by die

20 Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos aangepas deur die Protokol van 1978 wat daarop betrekking het (MARPOL 73/78). Die items is in bedryfsgedeeltes gegroepeer wat elkeen deur 'n letterkode aangedui word.

Wanneer inskrywings in die Olieboek gemaak word, moet die datum, bedryfskode en itemnommer in die toepaslike kolomme aangebring en die verlangde

25 besonderhede chronologies in die blanko ruimtes aangeteken word.

Elke afgehandelde bedryghede moet deur die offisier of offisiere in bevel onderteken en gedateer word. Elke ingevulde bladsy moet deur die gesagvoerder van die skip onderteken word.

Die Olieboek bevat baie verwysings na oliehoeveelheid. Die beperkte

30 akkuraatheid van tenkmeettoestelle, temperatuurvariasies en kleding sal die akkuraatheid van hierdie metings raak. Die inskrywings in die Olieboek moet dien-ooreenkomstig oorweeg word.

LYS VAN ITEMS WAT AANGETEKEN MOET WORD

(A) INNEEM VAN BALLAS IN OF SKOONMAAK VAN BRANDSTOF-
 35 OLIETENKS

1. Identiteit van tenk(s) waarin ballas ingeneem is.
2. Is hulle skoongemaak sedert hulle laas olie bevat het en, indien nie, die tipe olie wat laas daarin vervoer is.
3. Skoonmaakproses:
 - 40 .1 posisie van skip en tyd toe die skoonmaak begin en afgehandel is;
 - .2 identifiseer tenk(s) waarin die een of ander metode gebruik is (deur-spoeling, stoomskoonmaak, skoonmaak met chemikalieë, soort en hoeveelheid chemikalieë gebruik);
 - .3 identiteit van tenk(s) waarin skoonmaakwater oorgeplaas is.
- 45 4. Inneem van ballas:
 - .1 posisie van skip en tyd toe die inneem van ballas begin en afgehandel is;
 - .2 hoeveelheid ballas indien tenks nie skoongemaak word nie;
 - .3 posisie van skip toe met die skoonmaak begin is;
 - 50 .4 posisie van skip toe met die inneem van ballas begin is.

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- (B) DISCHARGE OF DIRTY BALLAST OR CLEANING WATER FROM OIL FUEL TANKS REFERRED TO UNDER SECTION (A)
5. Identity of tank(s).
 6. Position of ship at start of discharge.
 7. Position of ship on completion of discharge. 5
 8. Ship's speed(s) during discharge.
 9. Method of discharge:
 - .1 through 100 ppm equipment;
 - .2 through 15 ppm equipment;
 - .3 to reception facilities. 10
 10. Quantity discharged.
- (C) COLLECTION AND DISPOSAL OF OIL RESIDUES (SLUDGE)
11. Collection of oil residues

Quantity of oil residues (sludge) retained on board at the end of a voyage, but not more frequently than once a week. When ships are on short voyages, the quantity should be recorded weekly*:

 - .1 separated sludge (sludge resulting from purification of fuel and lubricating oils) and other residues, if applicable:
 - identity of tank(s).....
 - capacity of tank(s)..... m³ 20
 - total quantity of retention..... m³;
 - .2 other residues (such as oil residues resulting from drainages, leakages, exhausted oil, etc., in the machinery spaces), if applicable due to tank arrangement in addition to .1:
 - identity of tank(s)..... 25
 - capacity of tank(s)..... m³
 - total quantity of retention..... m³.
 12. Methods of disposal of residue

State quantity of oil residues disposed of, the tank(s) emptied and the quantity of contents retained: 30

 - .1 To reception facilities (identify port)**;
 - .2 transferred to another (other) tank(s) (indicate tank(s) and the total content of tank(s));
 - .3 incinerated (indicate total time of operation);
 - .4 other method (state which). 35
- (D) NON-AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES
13. Quantity discharged or disposed of.
 14. Time of discharge or disposal (start and stop). 40
 15. Method of discharge or disposal:
 - .1 through 100 ppm equipment (state position at start and end);
 - .2 through 15 ppm equipment (state position at start and end);
 - .3 to reception facilities (identify port)**;
 - .4 transfer to slop tank or holding tank (indicate tank(s); state quantity transferred and the total quantity retained in tank(s)). 45
- (E) AUTOMATIC DISCHARGE OVERBOARD OR DISPOSAL OTHERWISE OF BILGE WATER WHICH HAS ACCUMULATED IN MACHINERY SPACES
16. Time and position of ship at which the system has been put into automatic mode of operation for discharge overboard. 50
 17. Time when the system has been put into automatic mode of operation for transfer of bilge water to holding tank (identify tank).
 18. Time when the system has been put to manual operation.

*Only in tanks listed in item 3 of Forms A and B of the Supplement to the IOPP Certificate.

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

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- (B) UITLATING VAN VUIL BALLAS- OF WASWATER UIT BRANDSTOF-
OLIETENKS IN AFDELING (A) GENOEM
5. Identiteit van tenk(s).
 6. Posisie van skip toe daar met die uitlating begin is.
 7. Posisie van skip by voltooiing van die uitlating.
 8. Skip se snelheid/snelhede tydens die uitlating.
 9. Uitlatingsmetode:
 - .1 Deur 100 dpm-uitrusting;
 - .2 deur 15 dpm-uitrusting;
 - .3 in ontvangsfasiliteite.
 10. Hoeveelheid uitgelaat.
- (C) VERSAMELING EN WEGDOENING VAN OLIERESIDU'S (SLYK)
11. Versameling van olieresidu's
Hoeveelheid olieresidu's (slyk) aan boord gehou aan einde van 'n vaart, maar
nie meer as een maal per week nie. Wanneer skepe kort vaarte onderneem,
moet die hoeveelheid weekliks aangeteken word*:
 - .1 geskeide slyk (slyk as gevolg van die suiwering van brandstof en
smeerolies) en ander residu's, indien van toepassing:

—identiteit van tenk(s)	
—kapasiteit van tenk(s)	m ³
—totale hoeveelheid gehou	m ³ ;
 - .2 ander residu's (byvoorbeeld olieresidu's as gevolg van dreinerings,
lekkasies, uitgeputte olie, ens., in die masjinerieruimtes), indien van
toepassing weens tenkinrigting bykomend by .1:

—identiteit van tenk(s)	
—kapasiteit van tenk(s)	m ³
—totale hoeveelheid gehou	m ³ .
 12. Residuwegdoeningsmetodes
Noem hoeveelheid olieresidu's wat weggedoen is, die tenks wat leeggemaak
is en die hoeveelheid gehou:
 - .1 In ontvangsfasiliteite (identifiseer hawe)**;
 - .2 oorgeplaas na ander tenk(s) (dui tenk(s) en die totale inhoud van tenk(s)
aan);
 - .3 verbrand (dui totale tyd van bedrywigheid aan);
 - .4 ander metode (noem watter).
- (D) NIE-OUTOMATIESE UITLATING OORBOORD OF ANDER METODE VAN
WEGDOEN VAN KIMWATER WAT IN MASJINERIERUIMTES VERSAMEL
HET
13. Hoeveelheid uitgelaat of weggedoen.
 14. Tyd van uitlating of wegdoening (aanvang en afhandeling).
 15. Metode van uitlating of wegdoening:
 - .1 Deur 100 dpm-uitrusting (noem posisie by aanvang en afhandeling);
 - .2 deur 15 dpm-uitrusting (noem posisie by aanvang en afhandeling);
 - .3 in ontvangsfasiliteite (identifiseer hawe)**;
 - .4 oorplasing na slop- of houertenk (dui tenk(s) aan; noem hoeveelheid
oorgeplaas en die totale hoeveelheid wat in tenk(s) behou is).
- (E) OUTOMATIESE UITLATING OORBOORD OF ANDER METODE VAN
WEGDOENING VAN KIMWATER WAT IN MASJINERIERUIMTES VER-
SAMEL HET
16. Tyd en posisie van skip toe die stelsel in outomatiese bedryfsmodus gesit is
vir uitlating oorboord.
 17. Tyd toe die stelsel in outomatiese bedryfsmodus gesit is vir oorplasing van
kimwater na houertenk (identifiseer tenk).
 18. Tyd toe die stelsel in handbediende bedryfsmodus gesit is.

*Slegs in tenks gelys in item 3 van Vorms A en B van die Byvoegsel by die IOBV-sertifikaat.

**Skeepsgeagvoerders moet van die operateur van die ontvangsfasiliteit, wat trekskuite en
tenkvragsmotors insluit, 'n ontvangsbewys of sertifikaat verkry wat besonderhede verstrek van die
hoeveelheid tenkwasreste, vuil ballas, residu's of oliërige mengsels wat oorgeplaas is, tesame met die
tyd en datum van die oorplasing. Hierdie ontvangsbewys of sertifikaat, indien aangeheg aan die
Olierekordboek, kan die gesagvoerder van die skip help om te bewys dat sy of haar skip nie betrokke
was by 'n beweerde besoedelingsvoorval nie. Die ontvangsbewys of sertifikaat moet tesame met die
Olierekordboek gehou word.

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*Delete as appropriate.

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19. Metode van uitlating oorboord:
 .1 Deur 100 dpm-uitrusting;
 .2 deur 15 dpm-uitrusting.
- (F) TOESTAND VAN OLIE-UITLAATMONITEER-EN-BEHEERSTELSEL
- 5 20. Tyd van stelsel faling.
 21. Tyd toe die stelsel in bedryf gestel is.
 22. Redes vir faling.
- (G) TOEVALLIGE OF ANDER BUITENGEWONE UITLATINGS VAN OLIE
- 10 23. Tyd van uitlating.
 24. Plek of posisie van skip ten tyde van uitlating.
 25. Geraamde hoeveelheid en tipe olie.
 26. Omstandighede van uitlating of ontsnapping, die redes daarvoor en algemene opmerkings.
- (H) INNAME VAN BRANDSTOF- OF SMEEROLIE IN MASSA
- 15 27. Inname van bunkerolie
 .1 Plek van inname van bunkerolie.
 .2 Tyd van inname van bunkerolie.
 .3 Tipe en hoeveelheid brandstofolie en identiteit van tenk(s) (noem hoeveelheid toegevoeg en totale hoeveelheid van tenk(s)).
- 20 .4 Tipe en hoeveelheid smeerolie en identiteit van tenk(s) (noem hoeveelheid toegevoeg en totale inhoud van tenk(s)).
- (I) BYKOMENDE BEDRYFSPROSEDURES EN ALGEMENE OPMERKINGS

NAAM VAN SKIP

ONDERSKEIDENDE NOMMER OF LETTERS

25 **VRAG-/BALLASBEDRYWIGHED (OLIETENKSKEPE)*/****MASJINERIERUIMTEBEDRYWIGHED (ALLE SKEPE)***

30

Datum	Kode (letter)	Item (nommer)	Aantekening van bedrywighede/ handtekening van offisier in beheer

Handtekening van gesagvoerder

*Skrap waar van toepassing.

(to be completed on board)

OLIEREKORDBOEK

DEEL II—Vrag-/ballasbedryghede

(Olietenskepe)

Naam van skip:

5 Onderscheidende nommer of letters:

Bruto tonnemaat:

Tydperk van: tot:

10

Opmerking: Elke olietenskip met 'n bruto tonnemaat van 150 ton en meer moet voorsien word van die Olierekordboek Deel II waarin die betrokke vrag-/ballasbedryghede aangeteken moet word. Sodanige tenskip moet ook voorsien word van die Olierekordboek Deel I waarin die betrokke masjinerieruimtebedryghede aangeteken moet word.

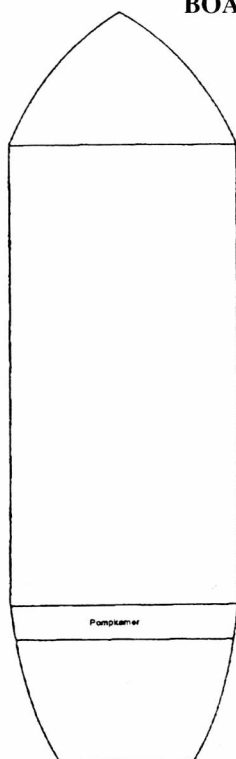
NAAM VAN SKIP.....

ONDERSCHEIDENDE NOMMER OF LETTERS

15

BOAANSIG VAN VRAG- EN SLOPTENKS

(moet aan boord ingevul word)



20

Identifikasie van tenks	Kapasiteit
Diepte van sloptenk(s):	

(Dui die kapasiteit van elke tenk en die diepte van die sloptenk(s)aan).

INLEIDING

25

Die volgende bladsye van hierdie afdeling toon 'n uitgebreide lys items van vrag- en ballasbedrywighede waarvan, waar van toepassing, rekord gehou moet word in die Olierekordboek ooreenkomstig Regulasie 20 van Aanhangsel I by die Internasionale Konvensie ter Voorkoming van Besoedeling deur Skepe, 1973, soos aangepas deur die Protokol van 1978 wat daarop betrekking het (MARPOL 73/78). Die items is in bedryfgedeeltes gegroepeer wat elkeen deur 'n letterkode aangedui word.

Wanneer inskrywings in die Olieerekordboek gemaak word, moet die datum, bedryfskode en itemnommer in die toepaslike kolomme aangebring en die verlangde besonderhede chronologies in die blanco ruimtes aangeteken word.

35

Elke afgehandelde bedrywigheid moet deur die offisier of offisiere in bevel onderteken en gedateer word. Elke ingevulde bladsy moet deur die gesagvoerder van

of the oil tankers engaged in specific trades in accordance with Regulation 13C of Annex I to MARPOL 73/78, appropriate entry in the Oil Record Book shall be endorsed by the competent Port State authority*.

The Oil Record Book contains many references to oil quantity. The limited accuracy of tank measurement devices, temperature variations and clingage will affect the accuracy of these readings. The entries in the Oil Record Book should be considered accordingly. 5

LIST OF ITEMS TO BE RECORDED

- | | | |
|-----|---|----|
| (A) | LOADING OF OIL CARGO | |
| | 1. Place of loading. | 10 |
| | 2. Type of oil loaded and identity of tank(s). | |
| | 3. Total quantity of oil loaded (state quantity added and the total content of tank(s)). | |
| (B) | INTERNAL TRANSFER OF OIL CARGO DURING VOYAGE | |
| | 4. Identity of the tank(s) | 15 |
| | .1 From: | |
| | .2 To: (state quantity transferred and total quantity of tank(s)). | |
| | 5. Was (were) the tank(s) in 4.1 emptied? (If not, state the quantity retained) | |
| (C) | UNLOADING OF OIL CARGO | |
| | 6. Place of unloading. | 20 |
| | 7. Identity of tank(s) unloaded. | |
| | 8. Was (were) the tank(s) emptied? (If not, state quantity retained) | |
| (D) | CRUDE OIL WASHING (COW TANKERS ONLY) | |
| | <i>(To be completed for each tank being crude oil washed)</i> | |
| | 9. Port where crude oil washing was carried out or ship's position if carried out between two discharge ports. | 25 |
| | 10. Identity of tank(s) washed**. | |
| | 11. Number of machines in use. | |
| | 12. Time of start of washing. | |
| | 13. Washing pattern employed***. | 30 |
| | 14. Washing line pressure. | |
| | 15. Time washing was completed or stopped. | |
| | 16. State method of establishing that tank(s) was (were) dry. | |
| | 17. Remarks****. | |
| (E) | BALLASTING OF CARGO TANKS | 35 |
| | 18. Position of ship at start and end of ballasting. | |
| | 19. Ballasting process: | |
| | .1 identity of tank(s) ballasted; | |
| | .2 time of start and end; | |
| | .3 quantity of ballast received. Indicate total quantity of ballast for each tank involved in the operation. | 40 |
| (F) | BALLASTING OF DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY) | |
| | 20. Identity of tank(s) ballasted. | |
| | 21. Position of ship when water intended for flushing or port ballast was taken to dedicated clean ballast tank(s). | 45 |
| | 22. Position of ship when pump(s) and lines were flushed to slop tank. | |
| | 23. Quantity of the oily water which, after line flushing, is transferred to the slop | |

*This sentence should only be inserted for the Oil Record Book of a tanker engaged in a specific trade.

**When an individual tank has more machines than can be operated simultaneously, as described in the Operations and Equipment Manual, then the section being crude oil washed should be identified, e.g. No. 2 centre, forward section.

***In accordance with the Operations and Equipment Manual, enter whether single-stage or multi-stage method of washing is employed. If multi-stage method is used, give the vertical arc covered by the machines and the number of times that arc is covered for that particular stage of the programme.

****If the programmes given in the Operations and Equipment Manual are not followed, then the reasons must be given under Remarks.

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die skip onderteken word. Ten opsigte van die olietenskepe wat spesifieke vragvaarte onderneem ooreenkomstig Regulasie 13C van Aanhangsel I by MARPOL 73/78, moet die toepaslike inskrywing in die Olierekordboek deur die bevoegde Hawestaatowerheid* geëndosseer word.

- 5 Die Olierekordboek bevat baie verwysings na oliehoeveelheid. Die beperkte akkuraatheid van tenkmeettoestelle, temperatuurvariasies en kleding sal die akkuraatheid van hierdie metings raak. Die inskrywings in die Olierekordboek moet dien-ooreenkomstig oorweeg word.

LYS VAN ITEMS WAT AANGETEKEN MOET WORD

- 10 (A) LAAI VAN OLIEVRAG
1. Laaiplek
 2. Tipe olie gelaai en identiteit van tenk(s)
 3. Totale hoeveelheid olie gelaai (noem hoeveelheid bygevoeg en die totale inhoud van tenk(s))
- 15 (B) INTERNE OORPLASING VAN OLIEVRAG TYDENS VAART
4. Identiteit van die tenk(s)
 - .1 Van:
 - .2 Na: (noem hoeveelheid oorgeplaas en totale hoeveelheid van tenk(s)).
 5. Is die tenk(s) in 4.1 leeggemaak? (Indien nie, noem die hoeveelheid gehou)
- 20 (C) AFLAAI VAN OLIEVRAG
6. Aflaaiplek.
 7. Identiteit van tenk(s) waaruit olie afgelaai is.
 8. Is die tenk(s) leeggemaak? (Indien nie, noem hoeveelheid gehou)
- (D) RU-OLIEWASSING (SLEGS ROW-OLIETENKSKEPE)
- 25 *(Moet ingevul word ten opsigte van elke tenk wat ru-oliewassing ondergaan)*
9. Hare waar ru-oliewassing plaasgevind het of posisie van skip indien die wassing tussen twee uitlaathawens plaasgevind het.
 10. Identiteit van tenk(s) gewas**.
 11. Getal masjiene in gebruik.
- 30
12. Tyd van aanvang van wassing.
 13. Waspatroon gevolg***.
 14. Wasleidingdruk.
 15. Tyd toe wassing voltooi of gestaak is.
 16. Noem metode van vasstelling of tenk(s) droog was.
- 35
17. Opmerkings****.
- (E) INNEEM VAN BALLAS IN VRAGTENKS
18. Posisie van skip by aanvang en afhandeling van die inneem van ballas.
 19. Ballasinnameproses:
 - .1 Identiteit van tenk(s) waarin ballas ingeneem is;
 - .2 tyd van aanvang en afhandeling;
 - .3 hoeveelheid ballas ontvang. Dui totale hoeveelheid ballas aan vir elke tenk betrokke by die operasie.
- 40
- (F) INNEEM VAN BALLAS IN BESTEMDE SKOONBALLASTENKS (SLEGS SBT-OLIETENKSKEPE)
- 45
20. Identiteit van tenk(s) waarin ballas ingeneem is.
 21. Posisie van skip toe spoelwater of haweballas in bestemde skoonballastenks ingeneem is.
 22. Posisie van skip toe pomp(e) en leidings na die sloptenk gespoel is.
 23. Hoeveelheid olierige water wat na leidingspoeling oorgeplaas word na die

*Hierdie sin moet slegs in die Olierekordboek van 'n tenkskip wat 'n spesifieke vragvaart onderneem, ingevoeg word.

**Wanneer 'n individuele tenk meer masjiene het as wat gelyktydig gebruik kan word, soos in die Bedryfs-en-uitrustinghandboek beskryf, moet die deel wat ru-oliewassing ondergaan, geïdentifiseer word, bv. No. 2 middel, voorste gedeelte.

***Dui ooreenkomstig die Bedryfs-en-uitrustinghandboek aan of 'n eenstap- of meerstapwasmetode gebruik word. Indien 'n meerstapmetode gebruik word, dui die vertikale boog aan wat deur die masjiene gedek word, asook die getal kere wat dié boog vir die bepaalde stap van die program gedek word.

****Indien die programme in die Bedryfs-en-uitrustinghandboek aangegee, nie gevolg word nie, moet die redes daarvoor by Opmerkings verstrek word.

- tank(s) or cargo tank(s) in which slop is preliminarily stored (identify tank(s)).
State the total quantity.
24. Position of ship when additional ballast water was taken to dedicated clean ballast tank(s).
25. Time and position of ship when valves separating the dedicated clean ballast tanks from cargo and stripping lines were closed. 5
26. Quantity of clean ballast taken on board.
- (G) CLEANING OF CARGO TANKS
27. Identity of tank(s) cleaned.
28. Port or ship's position. 10
29. Duration of cleaning.
30. Method of cleaning*.
31. Tank washings transferred to:
- .1 reception facilities (state port and quantity)**;
- .2 slop tank(s) or cargo tank(s) designated as slop tank(s) (identify tank(s); state quantity transferred and total quantity). 15
- (H) DISCHARGE OF DIRTY BALLAST
32. Identity of tank(s).
33. Position of ship at start of discharge into the sea.
34. Position of ship on completion of discharge into the sea. 20
35. Quantity discharged into the sea.
36. Ship's speed(s) during discharge.
37. Was the discharge monitoring and control system in operation during the discharge?
38. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge? 25
39. Quantity of oily water transferred to slop tank(s) (identify slop tank(s). State total quantity.)
40. Discharged to shore reception facilities (identify port and quantity involved)**.
- 30
- (I) DISCHARGE OF WATER FROM SLOP TANKS INTO THE SEA
41. Identity of slop tank(s).
42. Time of settling from last entry of residues.
43. Time of settling from last discharge.
44. Time and position of ship at start of discharge. 35
45. Ullage of total contents at start of discharge.
46. Ullage of oil/water interface at start of discharge.
47. Bulk quantity discharged and rate of discharge.
48. Final quantity discharged and rate of discharge.
49. Time and position of ship on completion of discharge. 40
50. Was the discharge monitoring and control system in operation during the discharge?
51. Ullage of oil/water interface on completion of discharge.
52. Ship's speed(s) during discharge.
53. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge? 45

*Hand-hosing, machine washing and/or chemical cleaning. Where chemically cleaned, the chemical concerned and amount used should be stated.

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

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- sloptenk(s) of vragtenk(s) waarin slop voorlopig geberg word (identifiseer tenk(s)). Noem die totale hoeveelheid.
24. Posisie van skip toe bykomende ballaswater in bestemde skoonballastenk(s) ingeneem is.
- 5 25. Tyd en posisie van skip toe die kleppe wat die bestemde skoonballastens van die vrag- en stroopleidings skei, gesluit is.
26. Hoeveelheid skoon ballas aan boord geneem.
- (G) SKOONMAAK VAN VRAGTENKS
27. Identiteit van tenk(s) skoongemaak.
- 10 28. Hawe of skip se posisie.
29. Duur van skoonmaakwerk.
30. Skoonmaakmetode*.
31. Tenkwasreste is oorgeplaas na:
- 15 .1 ontvangsfasiliteite (noem hawe en hoeveelheid)**;
- .2 sloptenk(s) of vragtenk(s) bestem as sloptenk(s) (identifiseer tenk(s); noem hoeveelheid oorgeplaas en totale hoeveelheid).
- (H) UITLAAT VAN VUIL BALLAS
32. Identiteit van tenk(s).
33. Posisie van skip by aanvang van uitlating in die see.
- 20 34. Posisie van skip by voltooiing van uitlating in die see.
35. Hoeveelheid uitgelaat in die see.
36. Snelheid of snelhede van skip gedurende uitlating.
37. Was die uitlaatmoniteer-en-beheerstelsel in bedryf tydens die uitlating?
38. Is die afvloeiende en die oppervlak van die water in die omgewing van die uitlating gereeld gekontroleer?
- 25 39. Hoeveelheid olierige water na sloptenk(s) oorgeplaas (identifiseer sloptenk(s). Noem totale hoeveelheid).
40. Uitlating na ontvangsfasiliteite aan land (identifiseer hawe en betrokke hoeveelheid)**.
- 30 (I) UITLATING VAN WATER UIT SLOPTENKS IN DIE SEE
41. Identiteit van sloptenk(s).
42. Besinktyd vanaf laaste uitlating van residu's.
43. Besinktyd vanaf laaste uitlating.
44. Tyd en posisie van skip by aanvang van uitlating.
- 35 45. Peiling van totale inhoud by aanvang van uitlating.
46. Peiling van olie-water-skeidingsvlak by aanvang van uitlating.
47. Grootmaathoeveelheid uitgelaat en tempo van uitlating.
48. Eindhoeveelheid uitgelaat en tempo van uitlating.
49. Tyd en posisie van skip by voltooiing van die uitlating.
- 40 50. Was die uitlaatmoniteer-en-beheerstelsel in bedryf tydens die uitlating?
51. Peiling van olie-water-skeidingsvlak by voltooiing van uitlating.
52. Snelheid of snelhede van skip gedurende uitlating.
53. Is die afvloeiende en die oppervlak van die water in die omgewing van die uitlating gereeld gekontroleer?

*Skoonspuit met handwaterslange, was met masjiene en/of skoonmaak met chemikalieë. Waar tenks met behulp van chemikalieë skoongemaak is, moet die betrokke chemikalieë en die hoeveelheid wat gebruik is, aangedui word.

**Skeepsgeagvoerders moet van die operateur van die ontvangsfasiliteite, wat trekskuite en tenkvragsmotors insluit, 'n ontvangsbewys of sertifikaat verkry wat besonderhede verstrek van die hoeveelheid tenkwasreste, vuil ballas, residu's of olierige mengsels wat oorgeplaas is, tesame met die tyd en datum van die oorpasing. Hierdie ontvangsbewys of sertifikaat, indien aangeheg aan die Olierekordboek, kan die geagvoerder van die skip help om te bewys dat sy of haar skip nie betrokke was by 'n beweerde besoedelingsvoorval nie. Die ontvangsbewys of sertifikaat moet tesame met die Olierekordboek gehou word.

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54. Confirm that all applicable valves in the ship's piping system have been closed on completion of discharge from the slop tanks.
- (J) DISPOSAL OF RESIDUES AND OILY MIXTURES NOT OTHERWISE DEALT WITH
55. Identity of tank(s). 5
56. Quantity disposed of from each tank. (State the quantity retained.)
57. Method of disposal:
- .1 to reception facilities (identify port and quantity involved)*;
- .2 mixed with cargo (state quantity);
- .3 transferred to (an) other tank(s): identify tank(s); state quantity transferred and total quantity in tank(s); 10
- .4 other method (state which); state quantity disposed of.
- (K) DISCHARGE OF CLEAN BALLAST CONTAINED IN CARGO TANKS
58. Position of ship at start of discharge of clean ballast.
59. Identity of tank(s) discharged. 15
60. Was (were) the tank(s) empty on completion?
61. Position of ship on completion if different from 58.
62. Was a regular check kept on the effluent and the surface of the water in the locality of the discharge?
- (L) DISCHARGE OF CLEAN BALLAST FROM DEDICATED CLEAN BALLAST TANKS (CBT TANKERS ONLY) 20
63. Identity of tank(s) discharged.
64. Time and position of ship at start of discharge of clean ballast into the sea.
65. Time and position of ship on completion of discharge into the sea.
66. Quantity discharged: 25
- .1 into the sea; or
- .2 to reception facility (identify port).
67. Was there any indication of oil contamination of the ballast water before or during discharge into the sea?
68. Was the discharge monitored by an oil content meter? 30
69. Time and position of ship when valves separating dedicated clean ballast tanks from the cargo and stripping lines were closed on completion of deballasting.
- (M) CONDITION OF OIL DISCHARGE MONITORING AND CONTROL SYSTEM 35
70. Time of system failure.
71. Time when system has been made operational.
72. Reasons for failure.
- (N) ACCIDENTAL OR OTHER EXCEPTIONAL DISCHARGES OF OIL 40
73. Time of occurrence.
74. Port or ship's position at time of occurrence.
75. Approximate quantity and type of oil.
76. Circumstances of discharge or escape, the reasons therefor and general remarks.
- (O) ADDITIONAL OPERATIONAL PROCEDURES AND GENERAL REMARKS 45

TANKER ENGAGED IN SPECIFIC TRADES

- (P) LOADING OF BALLAST WATER
77. Identity of tank(s) ballasted.
78. Position of ship when ballasted.
79. Total quantity of ballast loaded in cubic metres. 50
80. Remarks.
- (Q) RE-ALLOCATION OF BALLAST WATER WITHIN THE SHIP
81. Reasons for re-allocation.

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

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54. Bevestig dat al die toepaslike kleppe in die skip se pypstelsel gesluit is by voltooiing van die uitlating uit die sloptenks.
- (J) WEGDOENING VAN RESIDU'S EN OLIERIGE MENGSELS WAT NIE OP 'n ANDER WYSE HANTEER IS NIE
- 5 55. Identiteit van tenk(s).
56. Hoeveelheid uit elke tenk weggedoen. (Noem die hoeveelheid gehou.)
57. Wegdoeningsmetode:
- .1 in ontvangsfasiliteite (identifiseer hawe en betrokke hoeveelheid)*;
- .2 met vrag vermeng (noem hoeveelheid);
- 10 .3 oorgeplaas na ander tenk(s): identifiseer tenk(s); noem hoeveelheid oorgeplaas en totale hoeveelheid in tenk(s);
- .4 ander metode (noem watter); noem hoeveelheid van weggedoen.
- (K) UITLATING VAN SKOON BALLAS WAT IN VRAGTENKS GEHOU IS
58. Posisie van skip by aanvang van uitlating van skoon ballas.
- 15 59. Identiteit van tenk(s) waaruit ballas uitgelaat is.
60. Was die tenk(s) leeg by voltooiing?
61. Posisie van skip by voltooiing indien anders as 58.
62. Is die afvloeiende en die oppervlak van die water in die omgewing van die uitlating gereeld gekontroleer?
- 20 (L) UITLAAT VAN SKOON BALLAS UIT BESTEMDE SKOONBALLASTENKS (SLEGS SBT-TENKSKEPE)
63. Identiteit van tenk(s) uitgelaat.
64. Tyd en posisie van skip by aanvang van uitlating van skoon ballas in die see.
65. Tyd en posisie van skip by voltooiing van uitlating in die see.
- 25 66. Hoeveelheid uitgelaat:
- .1 in die see; of
- .2 in ontvangsfasiliteit (identifiseer hawe).
67. Was daar enige aanduiding van oliebesoedeling van die ballaswater voor of tydens uitlating in die see?
- 30 68. Is die uitlating deur 'n olie-inhoudmeter gemoniteer?
69. Tyd en posisie van skip toe kleppe wat die bestemde skoonballastenks van die vrag- en stroopleidings skei by voltooiing van die ballasuitlating gesluit is.
- (M) TOESTAND VAN OLIE-UITLAATMONITEER-EN-BEHEERSTELSEL
- 35 70. Tyd van stelselfaling.
71. Tyd toe stelsel in bedryf gestel is.
72. Redes vir faling.
- (N) TOEVALLIGE OF ANDER BUITENGEWONE UITLATINGS VAN OLIE
73. Tyd van uitlating.
- 40 74. Hawe of posisie van skip ten tyde van uitlating.
75. Geraamde hoeveelheid en tipe olie.
76. Omstandighede van uitlating of ontsnapping, die redes daarvoor en algemene opmerkings.
- (O) BYKOMENDE BEDRYFSPROSEDURES EN ALGEMENE OPMERKINGS
- 45 **OLIETENKSKEPE WAT SPESIFIEKE VRAGVAARTE ONDERNEEM**
- (P) INNEEM VAN BALLASWATER
77. Identiteit van tenk(s) waarin ballas ingeneem is.
78. Posisie van skip toe ballas ingeneem is.
- 50 79. Totale hoeveelheid ballas ingeneem in kubieke meter.
80. Opmerkings.
- (Q) HERTOEWYSING VAN BALLASWATER IN DIE SKIP
81. Redes vir hertoewysing.

*Skeepsgeagvoerders moet van die operateur van die ontvangsfasiliteit, wat trekskuite en tenkvragmotors insluit, 'n ontvangsbewys of sertifikaat verkry wat besonderhede verstrek van die hoeveelheid tenkwasreste, vuil ballas, residu's of oliërige mengsels wat oorgeplaas is, tesame met die tyd en datum van die oorpasing. Hierdie ontvangsbewys of sertifikaat, indien aangeheg aan die Olierekordboek, kan die geagvoerder van die skip help om te bewys dat sy of haar skip nie betrokke was by 'n beweerde besoedelingsvoerval nie. Die ontvangsbewys of sertifikaat moet tesame met die Olierekordboek gehou word.

82. Port(s) where ballast water was discharged.
83. Name or designation of reception facility.
84. Total quantity of ballast water discharged in cubic metres.
85. Date, signature and stamp of port authority official.

5

NAME OF SHIP.....

DISTINCTIVE NUMBER OR LETTERS.....

CARGO/BALLAST OPERATIONS (OIL TANKERS)*/

MACHINERY SPACE OPERATIONS (ALL SHIPS)*

[illegible]

Signature of master.....” 15

Amendment of Regulation 1 of Annex II to Convention

16. Regulation 1 of Annex II to the Convention is hereby amended—

(a) by the substitution for paragraphs (6) and (7) of the following paragraphs, respectively:

“(6) ‘Noxious liquid substance’ means any substance **[designated]** 20
referred to in Appendix II to this Annex or provisionally assessed under
the provisions of Regulation 3(4) as falling into Category A, B, C or D.

(7) 'Special area' means a sea area where for recognised technical reasons in relation to its oceanographic and ecological condition and to its peculiar transportation traffic the adoption of special mandatory methods for the prevention of sea pollution by noxious liquid substances is required.

Special areas shall be:

- (a) The Baltic Sea area;
(b) The Black Sea area; and
(c) The Antarctic area.”; and

(b) by the insertion after paragraph (9) of the following paragraph:

“(9A) ‘Antarctic area’ means the sea area south of latitude 60°S.”.

*Delete as appropriate.

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(R) UITLATING VAN BALLASWATER IN ONTVANGSFASILITEIT

82. Hawe(ns) waar ballaswater uitgelaat is.
 83. Naam of aanduiding van ontvangsfasiliteit.
 84. Totale hoeveelheid ballaswater uitgelaat in kubieke meter.
 5 85. Datum, handtekening en stempel van hawe-owerheidsbeampte.

NAAM VAN SKIP

ONDERSKEIDENDE NOMMER OF LETTERS

VRAG-/BALLASBEDRYWIGHED (OLIETENKSKEPE)*

MASJINERIERUIMTEBEDRYWIGHED (ALLE SKEPE)*

10	Datum	Kode (letter)	Item (nommer)	Aantekening van bedrywighe/ handtekening van offisier in bevel

15 Handtekening van gesagvoerder

Wysiging van Regulasie 1 van Aanhangel II by Konvensie

16. Regulasie 1 van Aanhangel II by die Konvensie word hierby gewysig—

- (a) deur paragrawe (6) en (7) deur onderskeidelik die volgende paragrawe te vervang:
- 20 “(6) ‘Skadelike vloeistof’ ’n stof wat in Byvoegsel II by hierdie Aanhangel [aangewys] bedoel word of wat kragtens die bepalings van Regulasie 3(4) voorlopig geëvalueer is as ’n stof wat in kategorie A, B, C of D val.
- (7) ‘Spesiale gebied’ ’n seegebied ten opsigte waarvan, om erkende tegniese redes met betrekking tot die oseanografiese en ekologiese toestand
- 25 daarvan en met betrekking tot die besondere aard van die verkeer in daardie gebied, die aanvaarding van spesiale verpligte metodes vir die voorkoming van seebesoedeling deur skadelike vloeistowwe vereis word.
- Spesiale gebiede is:
- 30 (a) Die Oossee-gebied;
 (b) Die Swartsee-gebied; en
 (c) Die Antarktiese gebied.”; en
- (b) deur die volgende paragraaf na paragraaf (9) in te voeg:
- “(9A) ‘Antarktiese gebied’ die seegebied suid van 60° suiderbreedte.”.

*Skrap waar van toepassing.

Amendment of Regulation 2 of Annex II to Convention

17. Regulation 2 of Annex II to the Convention is hereby amended by the addition of the following paragraph:

- “(7) (a) Where an amendment to this Annex and to the International Bulk Chemical Code and the Bulk Chemical Code involves changes to the structure or equipment and fittings due to the upgrading of the requirements for the carriage of certain substances, the Administration may modify or delay for a specified period the application of such an amendment to ships constructed before the date of entry into force of that amendment, if the immediate application of such an amendment is considered unreasonable or impracticable. Such relaxation shall be determined with respect to each substance, having regard to the guidelines developed by the Organization.* 5
- (b) The Administration allowing a relaxation of the application of an amendment under this paragraph shall submit to the Organization a report giving details of the ship or ships concerned, the cargoes carried, the trade in which each ship is engaged and the justification for the relaxation, for circulation to the Parties to the Convention for their information and appropriate action, if any.”. 10 15

Amendment of Regulation 3 of Annex II to Convention

18. Regulation 3 of Annex II to the Convention is hereby amended by the substitution 20
for paragraph (3) of the following paragraph:

- “(3) Noxious liquid substances carried in bulk which are at present categorized as Category A, B, C or D and subject to the provisions of this Annex are referred to in Appendix II to this Annex.”.

Amendment of Regulation 4 of Annex II to Convention

19. Regulation 4 of Annex II to the Convention is hereby amended by the substitution 25
for paragraphs (1) and (2) of the following paragraphs, respectively:

- “(1) The substances **[listed]** referred to in Appendix III to this Annex have been evaluated and found to fall outside **[the Categories]** Category A, B, C **[and]** or D, as defined in Regulation 3(1) of this Annex because they are **[presently]** at present considered to present no harm to human health, marine resources, amenities or other legitimate uses of the sea, when discharged into the sea from tank cleaning or deballasting **[operations]** operation. 30
- (2) The discharge of bilge or ballast water or other residues or mixtures containing only substances **[listed]** referred to in Appendix III to this Annex shall not be subject to any requirement of this Annex.”. 35

Amendment of Regulation 5 of Annex II to Convention

20. Regulation 5 of Annex II to the Convention is hereby amended—

- (a) by the substitution for the words preceding paragraphs (1) and (7) of the following words: 40
“Subject to the provisions of paragraph (14) of this Regulation and of Regulation 6 of this Annex,”;
- (b) by the substitution in paragraph (1) for the words preceding subparagraph (a) of the following words: 45
“The discharge into the sea of substances in Category A as defined in Regulation 3(1)(a) of this Annex or of those provisionally assessed as such or ballast water, tank washings, or other residues or mixtures

*Reference is made to Guidelines for the Application of Amendments to the List of Substances in Annex II of MARPOL 73/78 and the IBC Code with respect to Pollution Hazards approved by the Marine Environment Protection Committee of the Organization and issued under cover MEPC/Circ.266.

Wysiging van Regulasie 2 van Aanhangsel II by Konvensie

17. Regulasie 2 van Aanhangsel II by die Konvensie word hierby gewysig deur die volgende paragraaf by te voeg:

5 “(7) (a) Waar ’n wysiging van hierdie Aanhangsel en van die Internasio-
nale Kode vir Grootmaatchemikalieë en die Kode vir Grootmaatchemikalieë
veranderinge aan die struktuur of uitrusting en toebehorens meebring weens
die opgradering van die vereistes vir die vervoer van sekere stowwe, kan die
Administrasie die toepassing van sodanige wysiging op skepe wat voor die
10 inwerkingtreding van sodanige wysiging gebou is vir ’n bepaalde tydperk
verander of uitstel indien die onmiddellike toepassing van sodanige wysiging
geag word onredelik of onuitvoerbaar te wees. Sodanige verslapping word
bepaal ten opsigte van elke stof, met inagneming van die riglyne wat deur die
Organisasie opgestel is.*

15 (b) Die Administrasie wat ’n verslapping van die toepassing van ’n
wysiging kragtens hierdie paragraaf toelaat, moet aan die Organisasie ’n
verslag voorlê wat besonderhede verstrek van die betrokke skip of skepe, die
vragte vervoer, die handel waarby elke skip betrokke is en die regverdiging
vir die verslapping, vir omsturing aan die Partye by die Konvensie vir hulle
inligting en toepaslike optrede, as daar is.”.

20 Wysiging van Regulasie 3 van Aanhangsel II by Konvensie

18. Regulasie 3 van Aanhangsel II by die Konvensie word hierby gewysig deur paragraaf (3) deur die volgende paragraaf te vervang:

25 “(3) Skadelike vloeistowwe wat in groot maat vervoer word wat tans as
Kategorie A, B, C of D gekategoriseer word en behoudens die bepalings van
hierdie Aanhangsel, in Byvoegsel II by hierdie Aanhangsel genoem word.”.

Wysiging van Regulasie 4 van Aanhangsel II by Konvensie

19. Regulasie 4 van Aanhangsel II by die Konvensie word hierby gewysig deur paragrawe (1) en (2) deur onderskeidelik die volgende paragrawe te vervang:

30 (1) Die [vloeistowwe] stowwe in Byvoegsel III by hierdie Aanhangsel
[gelys] bedoel, is geëvalueer en daar is bevind dat hulle nie in [die
Kategorieë] Kategorie A, B, C [en] of D, soos omskryf in Regulasie 3(1) van
hierdie Aanhangsel, val nie aangesien hulle tans beskou word as stowwe wat
35 geen gevaar vir die gesondheid van die mens, mariene hulpbronne, die
aantreklikhede of ander wettige gebruike van die see inhou nie indien hulle
in die see uitgelaat word wanneer tenks skoongemaak of ballas uitgelaat
word.

40 (2) Die uitlaat van kim- of ballaswater of ander residu's of mengsels wat
slegs stowwe bevat wat in Byvoegsel III by hierdie Aanhangsel [gelys is]
bedoel word, is nie onderworpe aan enige vereiste van hierdie Aanhangsel
nie.”.

Wysiging van Regulasie 5 van Aanhangsel II by Konvensie

20. Regulasie 5 van Aanhangsel II by die Konvensie word hierby gewysig—

45 (a) deur die woorde wat paragrawe (1) en (7) voorafgaan deur die volgende
woorde te vervang:

 “Behoudens die bepalings van paragraaf (14) van hierdie Regulasie en
van Regulasie 6 van hierdie Aanhangsel,”;

 (b) deur in paragraaf (1) die woorde wat subparagraaf (a) voorafgaan deur die
volgende woorde te vervang:

50 “Is dit verbode om stowwe in Kategorie A, soos omskryf in Regulasie
3(1)(a) van hierdie Aanhangsel, of dié wat voorlopig as sodanig
geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of meng-

*Hier word verwys na die 'Guidelines for the Application of Amendments to the List of Substances in Annex II of MARPOL 73/78' and the 'IBC Code with respect to Pollution Hazards' goedgekeur deur die Komitee vir die Beskerming van die Mariene Omgewing van die Organisasie en uitgereik onder dekbrieff MEPC/Circ.266.

- containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility until the concentration of the substances in the effluent to such facility is at or below **[the residual concentration prescribed for that substance in column III of Appendix II to this Annex]** 0.1% by weight and until the tank is empty, with the exception of Phosphorus, yellow or white for which the residual concentration shall be at 0.01% by weight. Any water subsequently added to the tank may be discharged into the sea when all the following conditions are also satisfied:";
- (c) by the substitution in paragraph (7) for the words preceding subparagraph (a) of the following words:
- "The discharge into the sea of substances of Category A as defined in Regulation 3(1)(a) of this Annex or of those provisionally assessed as such, or ballast water, tank washings, or other residues or mixtures containing such substances shall be prohibited. If tanks containing such substances or mixtures are to be washed, the resulting residues shall be discharged to a reception facility which the States bordering the Special area shall provide in accordance with Regulation 7 of this Annex, until the concentration of the substances in the effluent to such facility is at or below **[the residual concentration prescribed for that substance in column IV of Appendix II to this Annex]** 0.05% by weight and until the tank is empty, with the exception of Phosphorus, yellow or white for which the residual concentration shall be 0.005% by weight. Any water subsequently added to the tank may be discharged into the sea when all the following conditions are also satisfied:"; and
- (d) by the addition of the following paragraph:
- "(14) In respect of the Antarctic area any discharge into the sea of noxious liquid substances or mixtures containing such substances shall be prohibited."

Amendment of Regulation 8 of Annex II to Convention

21. Regulation 8 of Annex II to the Convention is hereby amended by the substitution for paragraph (3) of the following paragraph:

"(3) If the tank is to be washed in accordance with **[subparagraph paragraph (2)(a)]**, the effluent from the tank washing operation shall be discharged to a reception facility at least until the concentration of the substance in the discharge, as indicated by analyses of samples of the effluent taken by a surveyor, has fallen to the **[residual]** concentration specified **[for that substance]** in **[Appendix II]** Regulation 5(1) and (7), as applicable, of this Annex. When the required **[residual]** concentration has been achieved, remaining tank washings shall continue to be discharged to the reception facility until the tank is empty. Appropriate entries of these operations shall be made in the Cargo Record Book and endorsed by the surveyor referred to under paragraph (1)(a) of this Regulation."

Amendment of Regulation 14 of Annex II to Convention

22. Regulation 14 of Annex II to the Convention is hereby amended by the substitution in the words preceding subparagraph (a) for the words "designated in Appendix II" of the words "referred to in Appendix II".

sels wat sulke stowwe bevat, in die see uit te laat. Indien tenks wat sulke stowwe of mengsels bevat, gewas moet word, moet die gevolglike residu's in 'n ontvangsfasiliteit uitgelaat word totdat die konsentrasie van die stof in die afvloeisel na die fasiliteit **[op of onder die residukonsentrasievlak is soos vir daardie stof voorgeskryf in kolom III van Byvoegsel II by hierdie Aanhangsel]** gelyk aan of minder as 0.1% per gewig is en totdat die tenk leeg is, met die uitsondering van fosfor, geel of wit, waarvoor die residukonsentrasievlak 0.01% per gewig moet wees. Enige water daarna in die tenk bygevoeg mag in die see uitgelaat word wanneer daar aan al die volgende voorwaardes voldoen word:";

(c) deur in paragraaf (7) die woorde wat subparagraaf (a) voorafgaan deur die volgende woorde te vervang:

"Is dit verbode om stowwe in Kategorie A, soos omskryf in Regulasie 3(1)(a) van hierdie Aanhangsel, of dié wat voorlopig as sodanig geëvalueer is, of ballaswater, tenkwasreste, of ander residu's of mengsels wat sulke stowwe bevat, in die see uit te laat. Indien tenks wat sulke stowwe of mengsels bevat, gewas moet word, moet die gevolglike residu's in 'n ontvangsfasiliteit wat ooreenkomstig Regulasie 7 van hierdie Aanhangsel verskaf moet word deur die state wat die Spesiale gebied begrens, uitgelaat word totdat die konsentrasie van die stof in die afvloeisel **[wat aldus uitgelaat word] na sodanige fasiliteit [op of onder die residukonsentrasievlak is wat vir daardie stof voorgeskryf is in kolom IV van Byvoegsel II by hierdie Aanhangsel]** gelyk aan of minder as 0.05% per gewig is en totdat die tenk leeg is, met die uitsondering van fosfor, geel of wit, waarvoor die residukonsentrasievlak 0.005% per gewig moet wees. Enige water daarna in die tenk bygevoeg mag in die see uitgelaat word wanneer daar aan al die volgende voorwaardes voldoen word:"; en

(d) deur die volgende paragraaf by te voeg:

"(14) Is enige uitlating in die see van skadelike vloeistowwe of mengsels wat sodanige stowwe bevat, ten opsigte van die Antarktiese gebied verbode.".

Wysiging van Regulasie 8 van Aanhangsel II by Konvensie

21. Regulasie 8 van Aanhangsel II by die Konvensie word hierby gewysig deur paragraaf (3) deur die volgende paragraaf te vervang:

"(3) Indien die tenk gewas moet word ooreenkomstig **[subparagraaf paragraaf (2)(a)]** moet die afvloeisel wat in die wasproses ontstaan, uitgelaat word in 'n ontvangsfasiliteit ten minste totdat die konsentrasie van die stof in die uitlating, soos aangedui deur die analise van monsters van die afvloeisel deur die opnemer geneem, gedaal het tot die **[residukonsentrasievlak vir daardie stof] konsentrasievlak** gespesifiseer in **[Byvoegsel II] Regulasie 5(1) en (7)**, waar van toepassing, van hierdie Aanhangsel. Nadat die vereiste **[residukonsentrasievlak] konsentrasievlak** bereik is, moet daar voortgegaan word om die oorblywende tenkwasreste in die ontvangsfasiliteit uit te laat totdat die tenk leeg is. Toepaslike inskrywings rakende hierdie bedrywighede moet in die Vragrekordboek gedoen word en geëndosseer word deur die opnemer in paragraaf (1)(a) van hierdie Regulasie vermeld.".

Wysiging van Regulasie 14 van Aanhangsel II by Konvensie

22. Regulasie 14 van Aanhangsel II by die Konvensie word hierby gewysig deur in die woorde wat subparagraaf (a) voorafgaan die woorde "wat volgens Byvoegsel II van hierdie Aanhangsel" deur die woorde "bedoel in Byvoegsel II by hierdie Aanhangsel wat" te vervang.

Act No. 66, 1996

INTERNATIONAL CONVENTION FOR THE PREVENTION OF
POLLUTION FROM SHIPS AMENDMENT ACT, 1996**Addition of Regulation 15 to Annex II to Convention**

23. The following Regulation is hereby added to Annex II to the Convention:

“Regulation 15***Port State Control on Operational Requirements***

(1) A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by noxious liquid substances. 5

(2) In the circumstances given in paragraph (1) of this Regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex. 10

(3) Procedures relating to the port State control prescribed in Article 5 of the present Convention shall apply to this Regulation. 15

(4) Nothing in this Regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.”

Substitution of Appendices II and III to Annex II to Convention

24. The following Appendices are hereby substituted for Appendices II and III to Annex II to the Convention: 20

“Appendix II**LIST OF NOXIOUS LIQUID SUBSTANCES CARRIED IN BULK**

Noxious liquid substances carried in bulk and which are at present categorized as Category A, B, C or D and subject to the provisions of this Annex, are so indicated in the pollution category column of Chapters 17 and 18 of the International Bulk Chemical Code. 25

Appendix III**LIST OF OTHER LIQUID SUBSTANCES**

Liquid substances carried in bulk which are identified as falling outside Category A, B, C or D and not subject to the provisions of this Annex are indicated as ‘III’ in the pollution category column of Chapters 17 and 18 of the International Bulk Chemical Code.” 30

Byvoeging van Regulasie 15 by Aanhangel II by Konvensie

23. Die volgende Regulasie word hierby by Aanhangel II by die Konvensie gevoeg:

“Regulasie 15***Hawestaatbeheer van Bedryfsvereistes***

- 5 (1) 'n Skip is, wanneer dit in 'n hawe van 'n ander Party is, onderworpe
aan inspeksie deur beamptes wat behoorlik deur sodanige Party daartoe
gemagtig is betreffende bedryfsvereistes kragtens hierdie Aanhangel, waar
daar grondige redes bestaan om te glo dat die gesagvoerder of bemanning nie
10 vertroud is met wesenlike skeepsboordprosedures betreffende die voorkom-
ming van besoedeling deur skadelike vloeistowwe nie.
- (2) In die omstandighede vermeld in paragraaf (1) van hierdie Regulasie
moet die Party dié stappe doen wat sal verseker dat die skip nie sal vertrek
nie totdat die toestand in orde gebring is ooreenkomstig die vereistes van
hierdie Aanhangel.
- 15 (3) Prosedures betreffende die Hawestaatbeheer voorgeskryf in Artikel 5
van die huidige Konvensie is op hierdie Regulasie van toepassing.
- (4) Die bepalinge van hierdie Regulasie word nie uitgelê nie as sou dit die
regte en verpligtinge beperk van 'n Party wat beheer uitoefen oor bedryfs-
vereistes waarvoor spesifiek in die huidige Konvensie voorsiening gemaak
20 word.”.

Vervanging van Byvoegsels II en III by Aanhangel II by Konvensie

24. Byvoegsels II en III by Aanhangel II by die Konvensie word hierby deur die
volgende Byvoegsels vervang:

“Byvoegsel II

25 **LYS VAN SKADELIKE VLOEISTOWWE WAT IN GROOT MAAT
VERVOER WORD**

- Skadelike vloeistowwe wat in groot maat vervoer word en wat tans as
Kategorie A, B, C of D gekategoriseer word en onderworpe is aan die
bepalings van hierdie Aanhangel, word aldus aangedui in die besoede-
lingskategoriekolom van Hoofstukke 17 en 18 van die Internasionale Kode
30 vir Grootmaatchemikalieë.

Byvoegsel III**LYS VAN ANDER VLOEISTOWWE**

- 35 Vloeistowwe wat in groot maat vervoer word wat geïdentifiseer word as
vloeistowwe wat nie in Kategorie A, B, C of D val nie en nie onderworpe
is aan die bepalinge van hierdie Aanhangel nie, word aangedui as 'III' in
die besoedelingskategoriekolom van Hoofstukke 17 en 18 van die Inter-
nasionale Kode vir Grootmaatchemikalieë.”.

Addition of Annex III to Convention

25. The following Annex is hereby added to the Convention:

“ANNEX III

**REGULATIONS FOR THE PREVENTION OF
POLLUTION BY HARMFUL SUBSTANCES CARRIED BY SEA IN
PACKAGED FORM** 5

Regulation 1*Application*

1. Unless expressly provided otherwise, the regulations of this Annex apply to all ships carrying harmful substances in packaged form. 10
 - 1.1 For the purposes of this Annex, ‘harmful substances’ are those substances which are identified as marine pollutants in the International Maritime Dangerous Goods (IMDG) Code.*
 - 1.2 Guidelines for the identification of harmful substances in packaged form are given in the Appendix to this Annex. 15
 - 1.3 For the purposes of this Annex, ‘packaged form’ is defined as the forms of containment specified for harmful substances in the IMDG Code.
2. The carriage of harmful substances is prohibited, except in accordance with the provisions of this Annex. 20
3. To supplement the provisions of this Annex, the Government of each Party to the Convention shall issue, or cause to be issued, detailed requirements on packing, marking, labelling, documentation, stowage, quantity limitations and exceptions for preventing or minimizing pollution of the marine environment by harmful substances.* 25
4. For the purposes of this Annex, empty packagings which have been used previously for the carriage of harmful substances shall themselves be treated as harmful substances unless adequate precautions have been taken to ensure that they contain no residue that is harmful to the marine environment. 30
5. The requirements of this Annex do not apply to ships’ stores and equipment.

Regulation 2*Packing*

Packages shall be adequate to minimize the hazard to the marine environment, having regard to their specific contents. 35

Regulation 3*Marking and Labelling*

1. Packages containing a harmful substance shall be durably marked with the correct technical name (trade names alone shall not be used) and, further, shall be durably marked or labelled to indicate that the substance is a marine pollutant. Such identification shall be supplemented where possible by any other means, for example, by use of the relevant United Nations number. 40
2. The method of marking the correct technical name and of affixing labels on packages containing a harmful substance shall be such that 45

*Reference is made to the International Maritime Dangerous Goods (IMDG) Code adopted by the Organization by resolution A.716(17) as it has been or may be amended by the Maritime Safety Committee.

Byvoeging van Aanhangel III by Konvensie

25. Die volgende Aanhangel word hierby by die Konvensie gevoeg:

“AANHANGSEL III

**REGULASIES VIR DIE VOORKOMING VAN BESOEDELING
DEUR SKADELIKE STOWWE TER SEE VERVOER IN GEPAK-
KETTEERDE VORM**

Regulasie 1***Toepassing***

1. Tensy uitdruklik anders bepaal, is die regulasies van hierdie Aanhangel van toepassing op alle skepe wat skadelike stowwe in gepakketteerde vorm vervoer.
- 1.1 By die toepassing van hierdie Aanhangel is ‘skadelike stowwe’ daardie stowwe wat as mariene besoedelstowwe geïdentifiseer is in die ‘International Maritime Dangerous Goods (IMDG) Code’.*
- 1.2 Riglyne vir die identifikasie van skadelike stowwe in gepakketteerde vorm word in die Byvoegsel by hierdie Aanhangel verstrekk.
- 1.3 By die toepassing van hierdie Aanhangel word ‘gepakketteerde vorm’ omskryf as die behoueringsvorme vir skadelike stowwe in die IMDG-kode gespesifiseer.
2. Die vervoer van skadelike stowwe is verbode, behalwe ooreenkomstig die bepalinge van hierdie Aanhangel.
3. Ter aanvulling van die bepalinge van hierdie Aanhangel moet die Regering van elke Party by die Konvensie gedetailleerde voorskrifte uitreik of laat uitreik vir die verpakking, merk, etikettering, dokumentering, stuwling, hoeveelheidsbeperkings en uitsonderings met die oog op die voorkoming of minimalisering van besoedeling van die mariene omgewing deur skadelike stowwe.*
4. By die toepassing van hierdie Aanhangel moet leë pakketterings wat voorheen gebruik is vir die vervoer van skadelike stowwe ook as skadelike stowwe behandel word, tensy genoegsame voorsorgmaatreëls getref is om te verseker dat hulle geen residu bevat wat skadelik vir die mariene omgewing is nie.
5. Die vereistes van hierdie Aanhangel is nie van toepassing op skepe se voorrade en uitrusting nie.

Regulasie 2***Verpakking***

Pakkette moet toereikend wees om die gevare vir die mariene omgewing te minimaliseer, met inagneming van hul spesifieke inhoude.

Regulasie 3***Merkaanbring en Etikettering***

1. Pakkette wat skadelike stowwe bevat, moet onuitwisbaar gemerk word met die korrekte tegniese naam (handelsname alleen mag nie gebruik word nie) en moet voorts onuitwisbaar gemerk of geëtiketteer word om aan te dui dat die stof ’n mariene besoedelstof is. Sodanige identifikasie moet waar moontlik op enige ander wyse aangevul word, byvoorbeeld deur die betrokke nommer van die Verenigde Nasies daarop aan te bring.
2. Die metode waarvolgens met die korrekte tegniese naam gemerk word en waarvolgens etikette aangebring word op pakkette wat ’n

*Daar word verwys na die ‘International Maritime Dangerous Goods (IMDG) Code’ wat deur die Organisasie aangeneem is by resoluie A.716(17) soos dit deur die Maritieme Veiligheidskomitee gewysig is of gewysig mag word.

this information will still be identifiable on packages surviving at least three months' immersion in the sea. In considering suitable marking and labelling, account shall be taken of the durability of the materials used and of the surface of the package.

3. Packages containing small quantities of harmful substances may be exempted from the marking requirements.* 5

Regulation 4

*Documentation***

1. In all documents relating to the carriage of harmful substances by sea where such substances are named, the correct technical name of each such substance shall be used (trade names alone shall not be used) and the substance further identified by the addition of the words 'MARINE POLLUTANT'. 10
2. The shipping documents supplied by the shipper shall include, or be accompanied by, a signed certificate or declaration that the shipment offered for carriage is properly packaged and marked, labelled or placarded as appropriate and in proper condition for carriage to minimize the hazard to the marine environment. 15
3. Each ship carrying harmful substances shall have a special list or manifest setting forth the harmful substances on board and the location thereof. A detailed stowage plan which sets out the location of the harmful substances on board may be used in place of such special list or manifest. Copies of such documents shall also be retained on shore by the owner of the ship or his or her representative until the harmful substances are unloaded. A copy of one of these documents shall be made available before departure to the person or organization designated by the port State authority. 20 25
4. When the ship carries a special list or manifest or a detailed stowage plan, required for the carriage of dangerous goods by the International Convention for the Safety of Life at Sea, 1974, as amended, the documents required by this Regulation may be combined with those for dangerous goods. Where documents are combined, a clear distinction shall be made between dangerous goods and harmful substances covered by this Annex. 30

Regulation 5

35

Stowage

Harmful substances shall be properly stowed and secured so as to minimize the hazards to the marine environment without impairing the safety of the ship and persons on board.

*Reference is made to the specific exemptions provided for in the International Maritime Dangerous Goods (IMDG) Code.

**Reference to 'documents' in this Regulation does not preclude the use of electronic data processing (EDP) and electronic data interchange (EDI) transmission techniques as an aid to paper documentation.

skadelike stof bevat, moet sodanig wees dat hierdie inligting vir minstens drie maande onder die see op pakkette identifiseerbaar sal wees. By die oorweging van geskikte merkaanbring en etikettering moet die duursaamheid van die materiale gebruik en van die oppervlak van die pakket in ag geneem word.

3. Pakkette wat klein hoeveelhede skadelike stowwe bevat, kan van die merkvereistes vrygestel word.*

Regulasie 4

*Dokumentering***

1. In alle dokumente wat betrekking het op die vervoer van skadelike stowwe ter see waar sodanige stowwe genoem word, moet die korrekte tegniese naam van elke stof gebruik word (handelsnaam alleen mag nie gebruik word nie) en die stof moet voorts deur die byvoeging van die woorde 'MARIENE BESOEDELSTOF' geïdentifiseer word.
2. Die verskepingsdokumente wat deur die verskeper voorsien word, moet insluit, of moet vergesel gaan van, 'n ondertekende sertifikaat of verklaring dat die besendings wat vir vervoer aangebied word, behoorlik gepakkeer en gemerk, geëtiketteer of van 'n plakkaat voorsien is, soos toepaslik en in 'n behoorlike toestand vir vervoer is ten einde die gevaar vir die mariene omgewing te minimaliseer.
3. Elke skip wat skadelike stowwe vervoer, moet 'n spesiale lys of manifes hê wat die skadelike stowwe aan boord en die ligging daarvan uiteensit. 'n Gedetailleerde stuwingsplan wat die ligging van die skadelike stowwe aan boord uiteensit, kan in plaas van sodanige spesiale lys of manifes gebruik word. Kopieë van sodanige dokumente moet ook op land gehou word deur die eienaar van die skip of sy of haar verteenwoordiger totdat die skadelike stowwe ontskep is. 'n Kopie van een van hierdie dokumente moet voor vertrek beskikbaar gestel word aan die persoon of organisasie deur die Hawestaatsowerheid aangewys.
4. Wanneer die skip 'n spesiale lys of manifes of 'n gedetailleerde stuwingsplan het wat deur die Internasionale Konvensie vir die Beveiliging van Menselewens op See, 1974, soos gewysig, vereis word vir die vervoer van gevaarlike goedere, kan die dokumente vereis by hierdie Regulasie gekombineer word met dié vir gevaarlike goedere. Waar dokumente gekombineer word, moet 'n duidelike onderskeid getref word tussen gevaarlike goedere en skadelike stowwe gedek deur hierdie Aanhangsel.

Regulasie 5

Stuwing

Skadelike stowwe moet behoorlik gestu en vasgemaak word ten einde die gevaar vir die mariene omgewing te minimaliseer sonder om die veiligheid van die skepe en persone aan boord in gevaar te stel.

*Daar word verwys na die spesifieke vrystellings waarvoor voorsiening gemaak word in die 'International Maritime Dangerous Goods (IMDG) Code'.

**By die verwysing na 'dokumente' in hierdie Regulasie word die gebruik van elektroniese dataverwerking (EDV) en elektroniese data-uitruil(EDU-)transmissietegniese as hulpmiddel by papierdokumentasie nie uitgesluit nie.

Regulation 6***Quantity Limitations***

Certain harmful substances may, for sound scientific and technical reasons, need to be prohibited for carriage or be limited as to the quantity which may be carried aboard any one ship. In limiting the quantity, due consideration shall be given to size, construction and equipment of the ship, as well as the packaging and the inherent nature of the substances.

5

Regulation 7***Exceptions***

1. Jettisoning of harmful substances carried in packaged form shall be prohibited, except where necessary for the purpose of securing the safety of the ship or saving life at sea. 10
2. Subject to the provisions of the present Convention, appropriate measures based on the physical, chemical and biological properties of harmful substances shall be taken to regulate the washing of leakages overboard, provided that compliance with such measures does not impair the safety of the ship and persons on board. 15

Regulation 8***Port State Control on Operational Requirements***

1. A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by harmful substances. 20
2. In the circumstances given in paragraph 1 of this Regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex. 25
3. Procedures relating to the port State control prescribed in Article 5 of the present Convention shall apply to this Regulation. 30
4. Nothing in this Regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.

Appendix

35

GUIDELINES FOR THE IDENTIFICATION OF HARMFUL SUBSTANCES IN PACKAGED FORM

For the purposes of this Annex, substances identified by any one of the following criteria are harmful substances:

- bioaccumulated to a significant extent and known to produce a hazard to aquatic life or to human health (Hazard Rating '+' in column A*); or 40

*Reference is made to the Composite List of Hazard Profiles, prepared by the IMO/FAO/UNESCO/WMO/WHO/IAEA/UN/UNEP Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP), which is circulated annually by the Organization by means of BCH circulars to all IMO Member States.

Regulasie 6***Hoeveelheidsbeperkings***

- 5 Dit mag om goeie wetenskaplike en tegniese redes nodig wees om die vervoer van sekere skadelike stowwe te verbied of te beperk ten opsigte van die hoeveelheid wat aan boord van 'n een skip vervoer mag word. By die beperking van die hoeveelheid moet die grootte, bou en uitrusting van die skip, asook die pakkettering en die inherente aard van die stowwe behoorlik in ag geneem word.

Regulasie 7***Uitsonderings***

- 10
1. Die oorboord gooi van skadelike stowwe wat in gepakketteerde vorm vervoer word, is verbode, behalwe waar nodig om die veiligheid van die skip te verseker of lewens ter see te red.
- 15 2. Behoudens die bepalings van die huidige Konvensie moet gepaste maatreëls wat gebaseer is op die fisiese, chemiese en biologiese eienskappe van skadelike stowwe getref word om die spoeling van uitgelekte stowwe oorboord te reguleer, mits voldoening aan sodanige maatreëls nie die veiligheid van die skip en persone aan boord in
- 20 gevaar stel nie.

Regulasie 8***Hawestaatbeheer oor Bedryfsvereistes***

- 25 1. Wanneer dit in 'n hawe van 'n ander Party is, is 'n skip onderworpe aan inspeksie deur beamptes wat behoorlik deur sodanige Party daartoe gemagtig is betreffende bedryfsvereistes kragtens hierdie Aanhangsel, waar daar grondige redes bestaan om te glo dat die gesagvoerder of bemanning nie vertrouwd is met wesenlike skeepsboordprosedures betreffende die voorkoming van besoedeling deur skadelike stowwe nie.
- 30 2. In die omstandighede vermeld in paragraaf 1 van hierdie Regulasie moet die Party dié stappe doen wat sal verseker dat die skip nie sal vertrek nie totdat die toestand in orde gebring is ooreenkomstig die vereistes van hierdie Aanhangsel.
- 35 3. Prosedures betreffende die Hawestaatbeheer voorgeskryf in Artikel 5 van die huidige Konvensie is op hierdie Regulasie van toepassing.
- 40 4. Die bepalings van hierdie Regulasie word nie uitgelê nie as sou dit die regte en verpligtinge beperk van 'n Party wat beheer uitoefen oor bedryfsvereistes waarvoor spesifiek in die huidige Konvensie voorsiening gemaak word.

Byvoegsel**RIGLYNE VIR DIE IDENTIFISERING VAN SKADELIKE
STOWWE IN GEPAKKETTEERDE VORM**

- 45 By die toepassing van hierdie Aanhangsel is stowwe wat deur enigeen van die volgende kriteria geïdentifiseer is, skadelike stowwe:
- in 'n beduidende mate gebioakkumuleerd en daarvoor bekend dat dit 'n gevaar vir die waterlewe of vir menslike gesondheid inhou (Gevaarvlak '+' in kolom A*); of

*Daar word verwys na die 'Composite List of Hazard Profiles', opgestel deur die IMO/VLO/UNESCO/ WMO/WGO/IAEA/VN/UNEP se 'Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP)', wat jaarliks omgestuur word deur die Organisasie by wyse van BCH-omsendbriewe aan alle IMO-ledestate.

- bioaccumulated with attendant risk to aquatic organisms or to human health with a short retention of the order of one week or less (Hazard Rating 'Z' in column A^{28*}); or
- liable to produce tainting of seafood (Hazard Rating 'T' in column A^{*}); or
- highly toxic to aquatic life, defined by a LC₅₀/96^{**} hour less than 1 ppm (Hazard Rating '4' in column B^{*})."

Amendment of Regulation 5 of Annex V to Convention

26. Regulation 5 of Annex V to the Convention is hereby amended—

- (a) by the substitution in paragraph (1) for the words preceding subparagraph (a) of the following words:

"For the purposes of this Annex the special areas are the Mediterranean Sea area, the Baltic Sea area, the Black Sea area, the Red Sea area, [and] the [Gulf] Gulfs area, the North Sea area, the Antarctic area and the Wider Caribbean Region, including the Gulf of Mexico and the Caribbean Sea, which are defined as follows:"

- (b) by the addition to paragraph (1) of the following subparagraphs:

"(f) The North Sea area means the North Sea proper, including seas therein with the boundary between—

- (i) the North Sea southwards of latitude 62°N and eastwards of longitude 4°W;
- (ii) the Skagerrak, the southern limit of which is determined east of the Skaw by latitude 57°44.8'N; and
- (iii) the English Channel and its approaches eastwards of longitude 5°W and northward of latitude 48°30'N.

(g) The Antarctic area means the sea area south of 60° south latitude.

(h) The Wider Caribbean Region, as defined in Article 2, paragraph 1 of the Convention for the Protection and Development of the Marine Environment of the Wider Caribbean Region (Cartagena de Indias, 1983), means the Gulf of Mexico and the Caribbean Sea proper including the bays and seas therein and that portion of the Atlantic Ocean within the boundary constituted by the 30°N parallel from Florida eastward to 77°30'W meridian, thence a rhumb line to the intersection of 20°N parallel and 59°W meridian, thence a rhumb line to the intersection of 7°20'N parallel and 50°W meridian, thence a rhumb line drawn south-westerly to the eastern boundary of French Guiana."

- (c) by the substitution for subparagraph (b) of paragraph (2) of the following subparagraph:

"(b) disposal into the sea of food wastes shall except as provided in subparagraph (c) be made as far as practicable from land, but in any case not less than 12 nautical miles from the nearest land."

- (d) by the addition to paragraph (2) of the following subparagraph:

"(c) disposal into the Wider Caribbean Region of food wastes which have been passed through a comminuter or grinder shall be made as far as practicable from land, but in any case not subject to Regulation 4 not less than 3 nautical miles from the nearest land. Such comminuted or ground food wastes shall be capable of passing through a screen with openings no greater than 25 millimetres;"

- (e) by the addition of the following paragraph:

*Reference is made to the Composite List of Hazard Profiles, prepared by the IMO/FAO/UNESCO/WMO/WHO/IAEA/UN/UNEP Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP), which is circulated annually by the Organization by means of BCH circulars to all IMO Member States.

**The concentration of a substance which will, within the specified time (generally 96 hours), kill 50% of the exposed group of test organisms. LC₅₀ is often specified in mg/l (parts per million (ppm)).

- gebioakkumuleerd met gepaardgaande gevaar vir waterorganismes of vir menslike gesondheid met 'n kort retensietyd van die orde van een week of minder (Gevaarvlak 'Z' in kolom A*); of
- wat waarskynlik besmetting van die seevoedsel sal veroorsaak (Gevaarvlak 'T' in kolom A*); of
- wat uiters giftig vir die waterlewe is, omskryf deur 'n $LC_{50}/96^{**}$ uur minder as 1 dpm (Gevaarvlak '4' in kolom B*);”.

Wysiging van Regulasie 5 van Aanhangsel V by Konvensie

26. Regulasie 5 van Aanhangsel V by die Konvensie word hierby gewysig—
- (a) deur in paragraaf (1) die woorde wat subparagraaf (a) voorafgaan, deur die volgende woorde te vervang:
- “By die toepassing van hierdie Aanhangsel is die spesiale gebiede die Middellandse See-gebied, die Oossee-gebied, die Swartsee-gebied, die Rooi See-gebied, [en] die Golfgebied, die Noordsee-gebied, die Antarktiese gebied en die Groter Karibiese Streek, met inbegrip van die Golf van Mexiko en die Karibiese See, wat as volg omskryf word:”;
- (b) deur die volgende subparagraawe by paragraaf (1) by te voeg:
- “(f) Die Noordsee-gebied beteken die eintlike Noordsee, insluitende seë daarin wat begrens word deur—
- (i) die Noordsee suidwaarts van 62° noorderbreedte en ooswaarts van 4° westerlengte;
- (ii) die Skagerrak, waarvan die suidelike grens oos van Kaap Skagen by 57°44.8' noorderbreedte vasgestel is; en
- (iii) die Engelse Kanaal en sy ingange ooswaarts van 5° westerlengte en noordwaarts van 48°30' noorderbreedte.
- (g) Die Antarktiese gebied beteken die seegebied suid van 60° suiderbreedte.
- (h) Die Groter Karibiese Streek, soos omskryf in Artikel 2, paragraaf 1 van die Konvensie vir die Beskerming en Ontwikkeling van die Mariene Omgewing van die Groter Karibiese Streek (Cartegena de Indias, 1983), beteken die Golf van Mexiko en die eintlike Karibiese See, met inbegrip van die baie en seë daarin en daardie deel van die Atlantiese Oseaan binne die grense wat gevorm word deur die parallel van 30° noorderbreedte vanaf Florida ooswaarts tot by die meridiaan van 77°30' westerlengte, daarvandaan 'n loksodroom na die snypunt van die parallel van 20° noorderbreedte en die meridiaan van 59° westerlengte, daarvandaan 'n loksodroom na die snypunt van die parallel van 7°20' noorderbreedte en die meridiaan van 50° westerlengte, daarvandaan 'n loksodroom suidweswaarts getrek tot by die oostelike grens van Frans-Guiana.”;
- (c) deur subparagraaf (b) van paragraaf (2) deur die volgende subparagraaf te vervang:
- “(b) moet die wegdoening in die see van voedselafval, behalwe soos in subparagraaf (c) bepaal, so ver moontlik van die naaste land af geskied, maar in elk geval nie nader as 12 seemyl van die naaste land af nie.”;
- (d) deur die volgende subparagraaf by paragraaf (2) te voeg:
- “(c) moet die wegdoening in die Groter Karibiese Streek van voedselafval wat deur 'n kerwer of meul gegaan het so ver doenlik van die land af geskied, maar in elke geval wat nie aan Regulasie 4 onderworpe is nie, nie nader as 3 seemyl van die naaste land af nie. Sodanige gekerfde of gemaalde voedselafval moet deur 'n sif met openinge van hoogstens 25 millimeter kan gaan.”; en
- (e) deur die volgende paragraaf by te voeg:

*Daar word verwys na die 'Composite List of Hazard Profiles', opgestel deur die IMO/VLO/UNESCO/ WMO/WGO/IAEA/VN/UNEP se 'Joint Group of Experts on the Scientific Aspects of Marine Pollution (GESAMP)', wat jaarliks omgestuur word deur die Organisasie by wyse van BCH-omsendbriewe aan alle IMO-ledestate.

**Die konsentrasie van 'n stof wat binne 'n bepaalde tyd (gewoonlik 96 uur) 50% van die blootgestelde groep proeforganismes doodmaak. LC_{50} word dikwels gespesifiseer in mg/l (dele per miljoen (dpm)).

“(5) Notwithstanding paragraph (4) of this Regulation, the following rules apply to the Antarctic area:

- (a) The Government of each Party to the Convention whose ports are used by ships departing *en route* to or arriving from the Antarctic area undertakes to ensure that as soon as practicable adequate facilities are provided for the reception of all garbage from all ships, without causing undue delay, and according to the needs of the ships using them. 5
- (b) The Government of each Party to the Convention shall ensure that all ships entitled to fly its flag, before entering the Antarctic area, have sufficient capacity on board for the retention of all garbage while operating in the area and that agreements have been concluded to discharge such garbage at a reception facility after leaving the area.”. 10

Amendment of Regulation 6 of Annex V to Convention

15

27. Regulation 6 of Annex V to the Convention is hereby amended by the substitution for paragraph (c) of the following paragraph:

- “(c) the accidental loss of synthetic fishing nets [**or synthetic material incidental to the repair of such nets**], provided that all reasonable precautions have been taken to prevent such loss.”. 20

Addition of Regulation 8 to Annex V to Convention

28. The following Regulation is hereby added to Annex V to the Convention:

“Regulation 8

Port State Control on Operational Requirements

- (1) A ship when in a port of another Party is subject to inspection by officers duly authorized by such Party concerning operational requirements under this Annex, where there are clear grounds for believing that the master or crew are not familiar with essential shipboard procedures relating to the prevention of pollution by garbage. 25
- (2) In the circumstances given in paragraph (1) of this Regulation, the Party shall take such steps as will ensure that the ship shall not sail until the situation has been brought to order in accordance with the requirements of this Annex. 30
- (3) Procedures relating to the port State control prescribed in Article 5 of the present Convention shall apply to this Regulation. 35
- (4) Nothing in this Regulation shall be construed to limit the rights and obligations of a Party carrying out control over operational requirements specifically provided for in the present Convention.”.

WYSIGINGSWET OP DIE INTERNASIONALE KONVENSIË TER
VOORKOMING VAN BESOEDELING DEUR SKEPE, 1996

Wet No. 66, 1996

“(5) Ondanks paragraaf (4) van hierdie Regulasie is die volgende reëls op die Antarktiese gebied van toepassing:

- 5 (a) Die Regering van elke Party by die Konvensie wie se hawens gebruik word deur skepe wat vertrek op 'n deurreis na of aankom van die Antarktiese gebied, onderneem om te verseker dat voldoende fasiliteite so gou doenlik verskaf word vir die ontvangs van alle afval van alle skepe, sonder om oormatige vertraging te veroorsaak, en ooreenkomstig die behoeftes van die skepe wat dit gebruik.
- 10 (b) Die Regering van elke Party by die Konvensie moet verseker dat alle skepe wat daarop geregtig is om hul vlae te voer voordat die Antarktiese gebied binnegegaan word, toereikende kapasiteit aan boord het vir die hou van alle afval terwyl hulle in die gebied vaar en dat ooreenkomste gesluit is om sodanige afval weg te doen by 'n ontvangsfasiliteit nadat die gebied verlaat is.”.

15 **Wysiging van Regulasie 6 van Aanhangel V by Konvensie**

27. Regulasie 6 van Aanhangel V by die Konvensie word hierby gewysig deur paragraaf (c) deur die volgende paragraaf te vervang:

- 20 “(c) gevalle waar sintetiese visnette [of sintetiese materiaal] per ongeluk verloor word [wanneer sodanige nette herstel word], mits alle moontlike voorsorgmaatreëls getref is ten einde sodanige verlies te voorkom.”.

Byvoeging van Regulasie 8 by Aanhangel V by Konvensie

28. Die volgende Regulasie word hierby by Aanhangel V by die Konvensie gevoeg:

“Regulasie 8***Hawestaatbeheer oor Bedrywigheidsvereiste***

- 25 (1) Wanneer dit in 'n hawe van 'n ander Party is, is 'n skip onderworpe aan inspeksie deur beamptes wat behoorlik deur sodanige Party daartoe gemagtig is betreffende bedryfsvereistes kragtens hierdie Aanhangel, waar daar grondige redes bestaan om te glo dat die gesagvoerder of bemanning nie vertrou is met wesenlike skeepsboordprosedures betreffende die voorkoming van besoedeling deur afval nie.
- 30 (2) In die omstandighede vermeld in paragraaf (1) van hierdie Regulasie moet die Party dié stappe doen wat sal verseker dat die skip nie sal vertrek nie totdat die toestand in orde gebring is ooreenkomstig die vereistes van hierdie Aanhangel.
- 35 (3) Prosedures betreffende die Hawestaatbeheer voorgeskryf in Artikel 5 van die huidige Konvensie is op hierdie Regulasie van toepassing.
- (4) Die bepalinge van hierdie Regulasie word nie uitgelê nie as sou dit die regte en verpligtinge beperk van 'n Party wat beheer uitoefen oor bedryfsvereistes waarvoor spesifiek in die huidige Konvensie voorsiening gemaak word.”.
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