

**MODEL MARINE POLLUTION PREVENTION BILL
(WITH BALLAST WATER MANAGEMENT CONVENTION PROVISIONS)**

This is a revised model law for application in Pacific Island jurisdictions to make comprehensive provision for the implementation of all relevant international conventions dealing with marine pollution prevention and response, including the Ballast Water Management Convention.

Instructions for the Use of this Draft Model Law

This law has been prepared to facilitate the making of necessary legislation to effectively implement the relevant international and regional Conventions, programs and arrangements, but does require appropriate modifications to effectively implement its provisions in the particular country which intends to use it as the basis of its marine pollution law. In particular, care must be taken to make the appropriate modifications to the form and text of this model law to –

- (a) re-format the entire law to comply with the drafting and formatting styles applicable in your jurisdiction;
- (b) state the appropriate enactment provisions after the list of provisions;
- (c) insert the year the law is made in section 1(1), and appropriate commencement provisions in section 1(2);
- (d) determine the title of the head of the implementing agency and modify all references to “Director” to reflect the appropriate terminology;
- (e) insert the name of the country in every place where the word [*country*] appears;
- (f) insert into the definition of “Administration” in section 2, the name of the Ministry or Maritime Administration which will have the primary responsibility for implementing this law; and
- (g) insert appropriate fines where indicated in each of the offence provisions;

Version of this Draft

This draft was prepared in March 2011 and ***INCLUDES*** modifications to include comprehensive ballast water management provisions in accordance with the Ballast Water Management Convention.

MARINE POLLUTION PREVENTION BILL

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AN ACT to provide for the prevention of pollution to the marine environment and for responses to marine pollution incidents emanating from vessels, and other matters related to the implementation of international marine pollution conventions, and for related purposes.

BE IT ENACTED by the Parliament of [country] as follows:

PART 1 - PRELIMINARY

1. Short title and commencement

- (1) This Act may be cited as the Marine Pollution Prevention Act 20xx.
- (2) This Act shall commence *[insert appropriate commencement provision]*

2. Interpretation

- (1) In this Act, unless the context otherwise requires –

[Note: the following definitions need to be adapted to refer to the relevant country and appropriate terminology,, and inserted in the correct alphabetical position in this section]

"[country] vessel" means a vessel owned in [country] or a vessel registered or required to be registered by law, or any other vessel based in [country] and operating under the authority of the Government;

"[country] waters" includes the internal waters, the territorial sea, the contiguous zone (if any) and the waters of the Exclusive Economic Zone, as provided for by law;

"Director" means the Director of the Administration *[Note this needs to be adapted to be a reference to the appropriate office within the Ministry/Administration, and consequential amendments made throughout the Act.]*

“abrasive blasting medium” means any substance used to remove paint, rust and other material from metal and timber surfaces using an abrasive blasting technique, including but not restricted to copper slag, garnet, glass and sand;

“the Administration” means *[insert the relevant Ministry or Maritime Administration or agency with primary responsibility for implementing this law]*;

“Anti-fouling Convention” means the International Convention on the Control of Harmful Anti-fouling Systems on Ships 2001;

“anti-fouling systems” means a coating, painting, surface treatment, surface or device that is used on a ship to control or prevent attachment of unwanted organisms;

“Ballast Water” includes water with its suspended matter taken on board a ship to control trim, list, draught, stability or stresses of the ship, and has the meaning given to it in MARPOL 73/78 and the Ballast Water Management Convention;

“Ballast Water Management Convention” means the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, 2004;

“Bunker oil” means any hydrocarbon mineral oil, including lubricating oil, used or intended to be used for the operation or propulsion of the ship, and any residues of such oil;

“Bunkers Convention” means the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;

“CLC 92” means the International Convention on Civil Liability for Oil Pollution Damage, 1992;

“Committee” means the Marine Pollution Advisory Committee established under section 20(3);

“contributing oil” means –

(a) in Part 5 of this Act , crude oil and fuel oil as defined below –

crude oil means any liquid hydrocarbon mixture occurring naturally in the earth whether or not treated to render it suitable for transportation. It also includes crude oils from which certain distillate fractions have been removed (sometimes referred to as “topped crudes”) or to which certain distillate fractions have been added (sometimes referred to as “spiked” or “reconstituted” crudes.);

fuel oil means heavy distillates or residues from crude oil or blends of such materials intended for use as a fuel for the production of heat or power of a quality equivalent to the “American Society for Testing and Materials’ Specification for Number Four Fuel Oil (Designation D 396-69)”, or heavier; and

- (b) subject to paragraph (a), any oil carried as cargo by sea and loaded onto or discharged from a vessel in [country] waters.

“contributing chemical site” means any site within [country] where chemicals are manufactured, stored or utilised and which, in accordance with Regulations made under this Act, are determined to constitute a marine pollution risk;

“contributing oil site” means any oil transfer site in [country] or [country] waters;

“contributing vessel” means a vessel in excess of 100 gross tons, whose principal means of propulsion is mechanical;

“Convention to which this Act applies” means the Conventions listed in section 3(1), and includes any other international marine pollution convention, protocol, agreement or arrangement added to the list by regulations made in accordance with section 3(2);

“discharge” means in relation to pollutants, harmful substances or effluents containing such pollutants or substances, any release into the sea howsoever caused from a vessel, platform or place on land and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying, but does not include—

- (a) dumping within the meaning of the London Convention; or
- (b) release of pollutants or harmful substances for purposes of pollution abatement or control, or for purposes of combating specific pollution incidents, as permitted by the Director under section 14.

“dumping” means -

- (a) any deliberate disposal into the sea of wastes or other matter from vessels, aircraft, platforms or other man-made structures at sea; and
- (b) any deliberate disposal into the sea of vessels, aircraft, platforms or other man-made structures at sea; and
- (c) any storage of wastes or other matter in the seabed and the subsoil thereof from vessels, aircraft, platforms or other man-made structures at sea; and

- (d) any abandonment or toppling at site of platforms or other man-made structures at sea, for the sole purpose of deliberate disposal;

but does not include -

- (e) the discharge of wastes or other matter incidental to, or derived from, the normal operation of vessels, aircraft, platforms or other man-made structures at sea and their equipment, other than wastes or other matter transported by or to vessels, aircraft, platforms or other man-made structures at sea operating for the purpose of disposal of such matter or derived from the treatment of such wastes or other matter on such vessels, aircraft, platforms and other man-made structures; or
- (f) placement of matter for a purpose other than the mere disposal thereof, provided that such placement is not contrary to the aims of this Act; or
- (g) abandonment in the sea of matter such as cables, pipelines and marine research devices placed for the purpose other than the mere disposal thereof -

and "to dump" and "dumped" have corresponding meanings;

"Discharge Permit" means permission to discharge for purposes of combating specific pollution incidents granted in advance by the Director under section 14;

"FPSO" means floating production, storage and off-loading units;

"FSU" means floating storage units;

"FUND Convention 92" means the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992;

"FUND 92" means the international organisation established under FUND Convention 92;

"garbage" includes all kinds of food, domestic and operational waste, including plastics, excluding fresh fish and parts of fresh fish, generated during the normal operation of a vessel and liable to be disposed of continuously or periodically, but does not include oil, noxious liquid substances and other pollutants, or sewage from vessels;

"Government" means the Government of [*country*];

“Gross tonnage” means the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex I to the International Convention on Tonnage Measurement of Ships, 1969 as amended, or any successor Convention;

“Harmful aquatic organisms and pathogens” means aquatic organisms or pathogens which if introduced into the sea, including estuaries, or into fresh water courses may create hazards to the environment, human health, property or resources, impair biological diversity or interfere with other legitimate uses of such areas;

“harmful substance” means any substance which, if introduced into the sea, is liable to create hazards to human health, to harm living resources and marine life, to damage amenities or to interfere with other legitimate uses of the sea, and without affecting the general application of this definition, includes any substance deemed by this Act and any other law, and by regulations made under this Act, to be a harmful substance in the context of the marine environment;

"HNS Convention" means the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996;

“HNS Protocol” means the Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (HNS Protocol), which is a Protocol to the OPRC Convention;

“hull cleaning” means the cleaning of the hull and other external surfaces of a vessel to remove marine organisms that may be attached to or living on that hull or external surface;

"incident" means any occurrence, or series of occurrences having the same origin, which causes a discharge or creates a grave or imminent threat of causing a discharge;

"incineration at sea" means the combustion on board a vessel, platform or other man-made structure at sea of wastes or other matter for the purpose of their deliberate disposal by thermal destruction; but does not include the incineration of wastes or other matter on board a vessel, platform or other man-made structure at sea if such wastes or other matter were generated during the normal operation of the vessel, platform or other man-made structure at sea –

and "to incinerate" and "incinerated" have corresponding meanings;

"IMDG Code" means the International Maritime Dangerous Goods Code published by the International Maritime Organisation from time to time;

“International Fund” means the “International Oil Pollution Compensation Fund 1992” established under FUND Convention 92;

“International Maritime Convention” means a convention relating to the prevention of and response to marine pollution, for the compensation of damage resulting from marine pollution and to maritime safety, including those listed in section 3;

“International Maritime Organisation”, “IMO” and “Organisation” mean the organisation set up under the International Maritime Organisation Convention, 1958 whose task is to develop a comprehensive body of international maritime conventions, codes and recommendations which could be implemented by all members to the conventions;

“INTERVENTION Convention” means the International Convention Relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (1969) and the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances Other than Oil, 1973;

“London Convention” means the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (1972), as amended by the Protocol of 1996 relating thereto;

"marine casualty" means a collision, grounding or stranding of a vessel or vessels or other incident of navigation, or other occurrence on board a vessel, or external to it resulting in material damage or imminent threat of material damage to a vessel or cargo;

"marine pollution incident" means the actual or probable discharge of any pollutant or other harmful substance from any vessel or any platform or any place on land;

“MARPOL 73/78” means the International Convention for the Prevention of Pollution from Ships (1973) as modified by the Protocol of 1978 relating thereto;

“master” means the person in charge of a vessel at any time;

"Minister" means the Minister responsible for maritime transport;

“NATPLAN” means National Marine Spill Contingency Plan as referred in section 21;

“non-indigenous harmful aquatic organisms or pathogens” means any species of aquatic microbe, plant or animal whose natural biogeographical range does not include [*country*] waters and which, if introduced into [*country*] waters, has the potential to create hazards to human health, to harm living resources and marine

life, to damage or impair facilities and amenities or to interfere with other legitimate uses of the sea, and includes exotic invasive species;

“Notice to Mariners” means a Notice entitled as such published by the Administration, and includes any amendment made to the Notice from time to time;

“Noumea Convention” means the Convention for the Protection of the Natural Resources and Environment of the South Pacific Region, 1990 and its related Protocols;

“Noumea Dumping Protocol” means the Protocol on the Prevention of Pollution of the Pacific Region by Dumping (a Protocol of the Noumea Convention), and includes any Protocol which amends or replaces this Protocol;

“Noumea Pollution Emergencies Protocol” means the Protocol Concerning Cooperation in Combating Pollution Emergencies in the South Pacific Region (a Protocol of the Noumea Convention), and includes any Protocol which amends or replaces this Protocol;

“noxious liquid substances” means any substance referred to in Appendix II of Annex II of MARPOL 73/78;

“occupier”, means the occupant of land or premises or building, and if the land or premises or building is unoccupied or the occupier is unknown or cannot be found, includes the owner of the land or premises or building or the owner of any interest in the land or premises or building;

“oil” means –

- (a) petroleum in any form including crude oil, fuel oil, sludge, oil refuse and refined products (other than petrochemicals which are subject to the provisions of Annex II of MARPOL 73/78) and, without limiting the generality of the foregoing, includes the substances listed in Appendix I to Annex I of MARPOL 73/78; and
- (b) in Part 5 of this Act, any persistent hydrocarbon mineral oil such as crude oil, fuel oil, heavy diesel oil and lubricating oil, whether carried on board a ship as cargo or in the bunkers of such ship;

“oil tanker” means a ship constructed or adapted for the carriage of oil in bulk as cargo and includes combination carriers and any chemical tanker as defined in Annex II of MARPOL 73/78 when it is carrying oil in bulk as cargo and during any voyage following such carriage unless it is proved that it has no residues of such carriage of oil in bulk aboard;

“**oil transfer site**” means any land, site, building, structure or facility (whether on land or above the seabed) that is used to transfer oil, or at or from which oil is transferred to or from a vessel or offshore installation;

“**oily mixture**” means a mixture with any oil content;

“**OPRC Convention**” means the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990;

“**owner**” means –

(a) in relation to any vessel –

- (i) the registered owner or owners, if the vessel is a registered vessel;
- (ii) the person owning the vessel, if the vessel is an unregistered vessel;
- (iii) the person or agency registered as the operator of the vessel, if the vessel is owned by the Government;

and includes -

- (iv) any charterer, manager, or operator of the vessel or any other person for the time being responsible for the navigation or management of the vessel;
- (v) any agent in [country] of the owner, charterer, manager, or operator; and
- (vi) any other person interested in or in possession of the vessel, including any salvor in possession of the vessel, and any employee or agent of any salvor in possession of the vessel; and

(b) in relation to any platform –

- (i) the owner or manager or licensee for the time being of the platform or structure, or any agent or employee, or any person in charge of operations related to the platform or structure; and
- (ii) any person having a right or privilege or license to explore the seabed and subsoil and to exploit the natural resources thereof in connection with which the platform or structure is or has been or is to be used; and

(c) for the purposes of Part 5, means the person or persons registered as the owner of the ship or, in the absence of registration, the person or persons

owning the ship. (However, in the case of a ship owned by a state and operated by a company which in that state is registered as the ship's operator, "owner" shall mean such company);

"Party" means a State which is a Party to a Convention to which this Act applies;

"person" means any individual or partnership or any public or private body, whether corporate or not, including a State or any of its constituent agencies and parts;

"place on land" means any place on dry land, or on any dry, inter-tidal or submerged reef, or any place connected with dry land or a reef;

"platform" means any man-made fixed or floating offshore structure used for any purpose whatsoever;

"POLFUND" means the National Marine Pollution Fund established under section 25;

"pollutant" includes oil and oily mixtures, noxious liquid substances, harmful packaged substances, sewage and garbage as defined by MARPOL 73/78 and any water contaminated by any such substance, and any other substance which added to any waters has the effect of contaminating those waters so as to make them unclean, noxious or impure or detrimental to the health, safety or welfare of any person, or poisonous or harmful to marine life;

"pollution damage" means –

- (a) loss or damage caused outside a vessel by contamination resulting from the escape or discharge of a pollutant from the vessel, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than losses of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken;
- (b) in Part 5 of this Act, loss or damage caused outside a vessel by contamination resulting from the escape or discharge of oil from the vessel, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than losses of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken;
- (c) the costs of preventative measures and further loss or damage caused by preventive measures;

“preventive measures” mean any reasonable measures taken by any person after a pollution incident has occurred to prevent or minimise pollution damage;

"reception facilities" mean facilities for enabling vessels using a port to discharge or deposit oil, oil mixtures, noxious liquid substances, sewage or garbage from those vessels;

“recognised classification society” means an organisation recognised by the Administration for the purpose of conducting inspections and surveys in accordance with this Act on behalf of the Administration; and includes all prescribed classification societies under any law related to the registration of vessels under the Act;

"related interests" include interests directly affected or threatened, including, but not limited to maritime, coastal, port or estuarine activities, fisheries activities, tourist attractions, public health and welfare, and the conservation of living marine resources and of wildlife;

"sea" means all areas of water below highest astronomical tide and includes the ocean and any estuary, tidal area and lagoon;

“sediments” means matters settled out of Ballast Water within a vessel;

"sewage", in relation to vessels, includes –

- (a) drainage and other wastes from any form of toilets, urinals and toilet scuppers;
- (b) drainage from medical premises, including dispensaries and sick bays, by way of wash basins, wash tubs and scuppers located in such premises;
- (c) drainage from spaces containing living animals; and
- (d) other waste waters when mixed with the drainage mentioned in the foregoing provisions of this definition;

"ship" in Part 5, means any seagoing vessel and seaborne craft of any type whatsoever,

“ship repair facility” means any place on land, in the inter-tidal zone and in [*country*] waters where vessels are repaired and maintained, including cleaning, scraping and painting;

“SPREP” means the Secretariat of the Pacific Regional Environment Programme;

"synthetic fishing nets" includes synthetic material used in the repair of such nets;

"transfer" in relation to oil or any pollutant means the conveyance in bulk from the vessel to a place on land or vice versa, or from one vessel to another, or the internal transfer from tank to tank within the vessel;

"vessel" means a water craft of any type whatsoever operating in the marine environment and includes but is not limited to ships, small vessels, yachts, submersibles, displacement and non-displacement craft, hydrofoils, air-cushioned vehicles, submersibles, floating craft, fixed and floating platforms, FSUs and FPSOs; without regard to the method of or lack of propulsion; and

"wastes or other matter" means material and substances of any kind, form or description.

(2) All words and phrases used in this Act shall have the same meaning as is given to them in any applicable convention referred to in section 3, unless the context otherwise requires.

(3) Any reference in this Act to an IMO Guideline is a reference to the current Guideline with operative amendments to it.

3. Application of international marine pollution conventions

(1) For the purposes of this Act the following are the international marine pollution conventions to which this Act applies -

- (a) The Convention for the Protection of the Natural Resources and Environment of the South Pacific Region, 1990 (Noumea Convention), and the Noumea Dumping Protocol and the Noumea Pollution Emergencies Protocol;
- (b) The Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter (1972) as amended by the Protocol of 1996 relating thereto (London Convention);
- (c) The International Convention for the Prevention of Pollution from Ships (1973) as amended by the Protocol of 1978 relating thereto (MARPOL 73/78);
- (d) The International Convention on Civil Liability for Oil Pollution Damage, 1992 (CLC 92);

- (e) The International Convention on Liability and Compensation for Damage in connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention);
- (f) The International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention);
- (g) The International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1992 (FUND 92);
- (h) The International Convention relating to Intervention on the High Seas in Cases of Oil Pollution Casualties (1969) and the Protocol relating to Intervention on the High Seas in Cases of Pollution by Substances Other than Oil, 1973 (INTERVENTION Convention);
- (i) The Protocol on Preparedness, Response and Co-operation to Pollution Incidents by Hazardous and Noxious Substances, 2000 (HNS Protocol);
- (j) The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunkers Convention);
- (k) International Convention on the Control of Harmful Anti-fouling Systems on Ships, 2001 (Anti-fouling Convention); and
- (l) International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004 (Ballast Water Management Convention).

(2) Regulations made under this Act may –

- (a) add to or delete from the list of Conventions listed in the subsection (1), and any international marine pollution convention added to the list may be implemented, enforced or otherwise applied in accordance with this Act and any regulations made under this Act;
- (b) make provision for any aspect of the application or enforcement of a Convention to which this Act applies;
- (c) modify the application of any Convention to which this Act applies to meet any particular needs or circumstances; and
- (d) prescribe offences for the breach of any aspect of a Convention to which this Act applies, and any related offences, and impose penalties being fines not exceeding [*insert appropriate fine*], or imprisonment for terms not exceeding 5 years, or both.

(3) Subject to this Act, any other law and any reservation that [country] has made under a Convention to which this Act applies, all obligations, duties, legal processes and rights provided for under the Conventions to which this Act applies (and including any Protocols, Annexes, Appendices and Addenda to them) shall have the force of law, and may be applied or enforced by any appropriate legal process.

(4) The breach of any obligation or duty arising under a Convention to which this Act applies shall constitute an offence under section 74;

(5) Subject to any provision of this Act in relation to the exercise of specific powers and responsibilities, the Minister and the Director shall have the power to take any action that may be taken by State Parties under the Conventions to which this Act applies.

(6) The Administration shall have the principal responsibility for implementing the Conventions to which this Act applies, and shall ensure that other Ministries and agencies having responsibilities in relation to the protection and management of the marine environment are involved in the actions that are taken by the Administration under the authority of this Act.

(7) In the event of any inconsistency between the provisions of any of the Conventions to which this Act applies and the provisions of this Act, this Act shall apply.

4. Act to bind the Government

(1) Subject to the provisions of this Act, this Act shall bind the Government.

(2) The provisions of this Act shall apply to vessels belonging to or operated by the Government, and any of its agencies.

(3) The provisions of this Act shall not apply to –

- (a) warships of another State; or
- (b) aircraft being used as an aircraft of another State.

5. Application of this Act and other pollution laws

(1) This Act shall be the principal law dealing with pollution incidents affecting the marine environment where the source of the pollution is a vessel, and shall apply to -

- (a) all vessels in [country] waters; and
- (b) all [country] vessels.

(2) In the event that pollution to the marine environment arises from a source which is not a vessel, the provisions of this Act shall be applied subject to any other law which makes provision in relation to –

- (a) pollution from terrestrial sources;
- (b) pollution in the airspace; and
- (c) disaster and emergency response.

(3) Nothing in this section shall affect the validity of any prosecution taken for an offence against this Act, and shall not constitute a defence to any offence against this Act.

6. Criminal liability under this Act

(1) Unless otherwise provided for in specific sections of this Act, the following persons may be liable in respect of any breach of this Act which constitutes the commission of an offence –

- (a) where the breach arises from any vessel – the owner and master of the vessel may be liable;
- (b) charterers of any vessel where they, or their servants or agents, exercise any degree of control over the vessel or its cargo, or the course of the voyage of the vessel;
- (c) where the breach arises from any apparatus used for transferring a pollutant to or from any vessel – the person in charge of the apparatus, the owner of the apparatus, and the master and the owner of the vessel, may be liable;
- (d) where the breach arises from any platform – the owner and master of the platform, and the person in charge of it, may be liable;
- (e) where the breach arises from any place on land – the owner and occupier of the land, and any person who has caused or contributed to the breach, may be liable; and
- (f) where the breach arises from the exploration of the seabed or sub-soil, or any natural resources in the marine environment – the owner or person in charge of such operations or activities may be liable.

(2) The determination of criminal liability for any breach of this Act shall be done in accordance with the principles of criminal law applying in *[country]*.

PART 2 - MARINE POLLUTION PREVENTION

7. Design of vessels and pollution prevention equipment

(1) All vessels to which MARPOL 73/78 applies must comply with all of the design and pollution prevention equipment provisions specified in that Convention.

(2) Subject to subsection (3), the owner and master of any ship which is in breach of any of the requirements applying to a vessel under subsection (1) commits an offence and shall be liable upon conviction –

- (a) if the vessel is in excess 24 metres -to a fine not exceeding [*insert appropriate fine*], and to imprisonment for a term not exceeding 2 years, or both; or
- (b) if the vessel is 24 metres or less -to a fine not exceeding [*insert appropriate fine*], and to imprisonment for a term not exceeding 1 year, or both.

(3) For a period of 2 years after the commencement of this Act, a vessel to which this section applies which has operated prior to the commencement of this Act and is not in compliance with the requirements of MARPOL 73/78 may be allowed to continue to operate under such conditions and for such duration as the Director may determine, and if such a vessel has this authority and is in compliance with any conditions imposed it shall not be in breach of this Act.

(4) Regulations made under this Act may prescribe powers and procedures whereby the Director may grant certain exemptions from the requirements applying under subsection (1) for specific voyages if it is in the national interest for such exemptions to be granted.

8. Operation of vessels

(1) All vessels to which MARPOL 73/78 applies must be operated in compliance with the requirements specified in that Convention.

(2) Subject to subsection (3), the owner and master of any ship which is in breach of any of the requirements applying to a vessel under subsection (1) commits an offence and shall be liable upon conviction to –

- (a) if the vessel is in excess 24 metres -to a fine not exceeding [*insert appropriate fine*], and to imprisonment for a term not exceeding 2 years, or both; or
- (b) if the vessel is 24 metres or less -to a fine not exceeding [*insert appropriate fine*], and to imprisonment for a term not exceeding 1 year, or both.

(3) For a period of 2 years after the commencement of this Act, a vessel to which this section applies which has operated prior to the commencement of this Act and is not in compliance with the requirements of MARPOL 73/78 may be allowed to continue to

operate under such conditions and for such duration as the Director may determine, and if such a vessel has this authority and is in compliance with any conditions imposed it shall not be in breach of this Act.

(4) Regulations made under this Act may prescribe powers and procedures whereby the Director may grant certain exemptions from the requirements applying under subsection (1) for specific voyages if it is in the national interest for such exemptions to be granted.

9. Discharge of pollutants or harmful substances

(1) For the purposes of this Part –

- (a) the definitions given to “existing oil tanker”, “new tanker” and “special area” in MARPOL 73/78 shall apply to these terms in this Part, unless the context otherwise requires; and
- (b) “pollutant and harmful substance” includes, but is not limited to, any oil, plastics, synthetic ropes and synthetic fishing nets.

(2) Subject to subsections (4) and (5) and to section 13, no pollutant or harmful substance may be discharged from a vessel, platform or place on land into [*country*] waters, or from a [*country*] vessel into any waters.

(3) Any person who breaches subsection (2) commits an offence and –

- (a) shall be liable upon conviction to a fine not exceeding [*insert appropriate fine*], or to imprisonment for a term not exceeding 10 years, or both; and
- (b) subject to the provisions of this Act concerning limitation of liability, shall be liable to pay for the total costs of any clean up operations and all necessary action to restore the environment to its original condition.

(4) It shall be a defence to a prosecution for an offence against this section if the offender can prove that the discharge –

- (a) was necessary for the purposes of securing the safety of a vessel or the saving of life at sea (provided that the discharge was necessary and reasonable in the circumstances); or
- (b) resulted from damage to a vessel or its equipment, and that –
 - (i) the offender took all reasonable precautions after the occurrence of the damage or discovery of the discharge to prevent or minimise the discharge; and

- (ii) the owner or the master acted with no intent to cause damage, and did not act recklessly with knowledge that damage would probably result; or
- (c) was for a purpose of –
 - (i) training government officers or other persons who are tasked with functions relating to pollution control as approved by the Director; or
 - (ii) combating specific pollution incidents in order to minimise the damage from pollution, as permitted by a Discharge Permit issued in accordance with section 13.

(5) It shall be a defence to a prosecution under this section if the offender can prove that the discharge into the sea was of oil, oily mixtures, noxious liquid substances, sewage and garbage that are allowed under MARPOL 73/78, including –

- (a) discharge by an oil tanker if all of the following criteria apply to the discharge -
 - (i) the oil tanker is not in a special area; and
 - (ii) the oil tanker is more than 50 nautical miles from the nearest land; and
 - (iii) the oil tanker is proceeding en route; and
 - (iv) the instantaneous rate of discharge of oil content does not exceed 30 litres per nautical mile; and
 - (v) the total quantity of oil discharged into the sea does not exceed 1/15,000 of the total quantity of the particular cargo of which the residue formed a part in the case of existing oil tankers, and 1/30,000 of the total quantity of the particular cargo of which the residue formed a part in the case of new tankers; and
 - (vi) the oil tanker has in operation an oil discharge monitoring and control system and a slop tank arrangement as required by Regulation 15 of Annex I of MARPOL 73/78 (Retention on board);
- (b) discharge by a vessel of 400 tons gross tonnage and above (other than an oil tanker) from machinery space bilges (excluding cargo pump-room bilges of an oil tanker unless mixed with oil cargo residue) if all of the following criteria apply to the discharge –

- (i) the vessel is not within a special area; and
 - (ii) the ship is proceeding en route; and
 - (iii) the oil content of the effluent without dilution does not exceed 15 parts per million; and
 - (iv) the ship has in operation equipment as required by Regulation 16 of Annex I of MARPOL 73/78 (oil discharge monitoring and control system and oil filtering equipment);
- (c) discharge of garbage which shall be allowed from all vessels, if it is made as far as practicable from the nearest land, but in all cases is prohibited if the distance from the nearest land is less than -
- (i) 25 nautical miles for dunnage, lining and packing materials which will float; and
 - (ii) 12 nautical miles for food wastes and all other garbage including paper products, rags, glass, metal, bottles, crockery and similar refuse.

(6) The exceptions stated in subsection (5) do not allow the discharge of any plastics, the discharge of which is prohibited from all vessels in all locations.

10. Discharge of ballast water

(1) No ballast water containing harmful aquatic organisms or pathogens may be discharged from a vessel into *[country]* waters.

(2) The master of a vessel that discharges ballast water in *[country]* waters must –

- (a) obtain all necessary approvals under Part 6 and all laws relating to quarantine and biosecurity prior to the discharge; and
- (b) comply with the requirements of Part 6 and the Ballast Water Management Convention, and all voluntary or mandatory ballast water management requirements issued by the International Maritime Organisation and which are in force at the time of the discharge.

(3) The master of a vessel that intends to discharge ballast water in *[country]* waters shall, prior to any discharge, complete and give to the Director notice of the discharge –

- (a) which may be a copy of any form of this nature required to be given under laws relating to quarantine and biosecurity; or

- (b) in the form approved by the Director for that purpose.
- (4) The owner and master of an offending vessel each commit an offence if –
- (a) any ballast water containing harmful aquatic organisms or pathogens is discharged from any vessel into *[country]* waters;
 - (b) ballast water is discharged from a vessel in *[country]* waters in a manner which does not comply with Part 6 or the Ballast Water Management Convention, or any of the voluntary or mandatory ballast water management requirements issued by the International Maritime Organisation in force at the time of the discharge;
 - (c) no notice of the discharge as required by this Act is submitted to the Director prior to a discharge of ballast water in *[country]* waters; or
 - (d) false or misleading particulars are provided in a notice submitted under this Act -

and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to imprisonment for a term not exceeding 5 years, or both.

(5) It shall be a defence to any prosecution under paragraph (4)(a) if the offender can prove that all reasonable measures to comply with the Ballast Water Management Convention, and any voluntary or mandatory ballast water management requirements issued by the International Maritime Organisation in force at the time, were taken to ensure that no ballast water containing harmful aquatic organisms or pathogens were discharged from a vessel into *[country]* waters.

11. Hull scraping and cleaning

(1) The scraping and cleaning of the hulls and other external surfaces of vessels must be undertaken in a manner that prevents the introduction of non-indigenous harmful aquatic organisms or pathogens into *[country]* waters.

(2) Any person who scrapes or cleans any hull or other external surface of a vessel in a manner –

- (a) which permits the introduction of non-indigenous harmful aquatic organisms or pathogens into *[country]* waters;
- (b) which is inconsistent with any requirements applying to the scraping and cleaning of hulls published by the Administration or the International Maritimes Organisation from time to time; or

- (c) which contravenes a direction given to the person by an authorised officer of the Administration in relation to the scraping or cleaning of the hull -

commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to a term of imprisonment not exceeding 2 years, or both.

(3) The owner and master of a vessel in relation to which an offence is committed under this section shall also be liable for that offence.

12. Anti-fouling systems

(1) The Anti-fouling Convention shall apply to all ships of 24 metres or more in length in *[country]* waters.

(2) Ships of 400 gross tonnage and above engaged in international voyages shall be required to undergo –

- (a) an initial survey and be certified before the ship is put into service or before the International Anti-fouling System Certificate is issued for the first time; and
- (b) a survey and be certified when the anti-fouling systems are changed or replaced.

(3) Ships of 24 metres or more in length but less than 400 gross tonnage engaged in international voyages and operating in *[country]* waters shall carry a Declaration on Anti-fouling Systems signed by the owner or owner's authorised agent, and the Declaration shall be accompanied by appropriate documentation to verify its contents including a paint receipt or contractor invoice.

(4) The use and application of harmful anti-fouling systems containing organotin compounds and any other prescribed harmful substance on vessels in *[country]* waters or any man-made structure is prohibited.

(5) Any owner or master who contravenes any provision of the Anti-fouling Convention commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to imprisonment for 6 months, or both.

(6) The owner or master of any *[country]* vessel or any vessel in *[country]* waters shall not use any harmful anti-fouling system, containing organotin compounds or any other prescribed harmful substance in *[country]* waters and any person that applies harmful anti-fouling systems to a vessel or man-made structure in *[country]* commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]*.

(7) For the purposes of this section, ‘man-made structures’ includes any buoy, markers or any object specifically created for use or placement in water.

13. Management of waste from ship repair facilities

(1) The discharge, disposal and escape of –

- (a) hull scrapings;
- (b) paints and paint residues;
- (c) abrasive blasting mediums;
- (d) any other pollutant or harmful substance; and
- (e) any effluent containing such pollutants or harmful substances –

into [*country*] waters from ship repair facilities is prohibited.

(2) All ship repair facilities must put in place systems for the effective containment and recovery of all of the substances specified in subsection (1) for proper re-use, recycling, treatment and/or disposal in a waste management facilities on-shore that have been approved under any law.

(3) The owner or operator of a ship repair facility who breaches any prohibition or requirement stated in this section commits an offence and shall be liable upon conviction to a fine not exceeding [*insert an appropriate fine*] or to imprisonment for a term not exceeding 6 months, or both.

14. Discharge Permits

(1) A person wishing to discharge a pollutant or harmful substance for the purpose associated with responding to a specific pollution incident shall apply in writing to the Director for a Discharge Permit and shall provide the following information –

- (a) the identity and full contact details of the person responsible for the proposed discharge;
- (b) the reasons for the proposed discharge;
- (c) the likely benefits of the proposed discharge;
- (d) the location of the proposed discharge;
- (e) the nature of the pollutant or harmful substance proposed to be discharged (including their correct technical names, IMDG Code Classification and

UN number, if applicable), and its chemical composition and physical and chemical properties and biological toxicity;

- (f) the quantity or volume of pollutant or harmful substance proposed to be discharged;
- (g) the proposed method of discharge;
- (h) the details of the measures to be used to control, mitigate and monitor the environmental impacts of the discharge; and
- (i) documentary evidence of financial ability to meet the total cost of any clean up operation necessary to restore the environment to its original condition.

(2) In assessing an application for a Discharge Permit, the Director shall consider –

- (a) all potential adverse impacts to human life, health and safety; and
- (b) the environmental impacts that are likely to occur from the proposed discharge as opposed to the environmental impacts that are likely to occur if the proposed discharge is not permitted.

(3) When issuing a Discharge Permit the Director may impose any conditions, but it shall be a condition of every Discharge Permit issued under this section to a person who is responsible for the pollution incident arising that the permit holder is liable to pay all costs of any clean up operation necessary to restore the environment to its original condition if the environment is affected by a discharge done under a permit.

(4) A person who -

- (a) provides any information of the nature required under subsection (1) which is false or misleading;
- (b) fails to comply with any condition imposed by the Director in relation to a Discharge Permit issued to that person; or
- (c) undertakes any discharge for a purpose or of a nature that is different from that for which the Discharge Permit is applied for or issued -

commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to a term of imprisonment not exceeding 1 year.

15. Waste reception facilities in ports

(1) Regulations may be made under this Act in relation to the provision of waste reception facilities at ports to enable vessels to discharge waste oil or oily residues, hazardous and noxious substances, sewage from those vessels, or to deposit their garbage.

(2) Waste reception facilities shall not be provided where a vessel's wastes may cause unacceptable environmental impacts.

(3) The full or partial cost of providing and operating these waste reception facilities may be recovered by user fees which may be set –

- (a) by Regulations made under this Act; or
- (b) by the Director if no such Regulations apply; or
- (c) by any agency which is given responsibility for providing or managing the waste reception facilities.

(4) No water containing pollutants that have not been first processed by the ship's oily water separator, or other effective process for separating the pollutant from the water, may be discharged into any waste reception facilities.

(5) The owner and master of a vessel which discharges at a waste reception facility in breach of subsection (4) commit an offence and shall be liable upon conviction –

- (a) to a fine not exceeding [*insert an appropriate fine*] or to imprisonment for a term not exceeding 6 months, or both; and
- (b) to pay any compensation for any damage done to the facility or the cost of any remedial action that is necessary as a result of the breach.

16. Duty to report discharges

(1) If any pollutant, harmful substance, non-indigenous harmful aquatic organism or pathogen is discharged into [*country*] waters from a vessel, platform or a place on land –

- (a) the owner, master or person in charge of the vessel or platform; or
- (b) the occupier of the place on land –

shall immediately and by the quickest available means report the occurrence to the Director and to the Ministry or agency responsible for disaster management.

(2) A report made under subsection (1) shall provide each of the following particulars –

- (a) the time of the discharge; and

- (b) the position of the discharge, including latitude and longitude if possible; and
- (c) the event to which the discharge is directly attributable; and
- (d) the precise source of the discharge; and
- (e) the weather and sea conditions at the time of the discharge and at the time when the report was made; and
- (f) where oil has been discharged –
 - (i) the quantity and description of each type of oil that was discharged; and
 - (ii) the quantity and description of each type of oil remaining on board; and
- (g) where a pollutant other than oil has been discharged the quantity and description of each type of pollutant discharged (including their correct technical names, IMDG Code Classification and UN number, if applicable); and
- (h) the quantity and description of each type of pollutant other than oil remaining on board; and
- (i) where garbage or sewage has been discharged, the quantity, description and concentration that was discharged; and
- (j) the types, quantity and condition of other cargo carried or stored; and
- (k) the existence of any slick and the direction and speed of its movement;
- (l) the measures that have been taken to -
 - (i) stop or reduce the discharge;
 - (ii) contain the pollutant and prevent the spread of it;
 - (iii) remove the pollutant from the sea or to disperse it; and
 - (iv) minimise damage or the possibility of damage resulting from the discharge; and
- (m) the identity and full contact details of the person making the report.

(3) If any vessel becomes stranded, wrecked or is abandoned in *[country]* waters or if a *[country]* vessel becomes stranded, wrecked or is abandoned in any waters, then the owner, master or person in charge shall immediately and by the quickest available means report the occurrence to the Director, and shall provide -

- (a) full details of the vessel and damage sustained;
- (b) the types, quantity and condition of the cargo carried;
- (c) a complete list of all pollutants carried, including the types, quantity and their condition;
- (d) if a discharge has occurred, the details required in subsection (2); and
- (e) the identity and full contact details of the person making the report.

(4) A person who –

- (a) fails to comply with any provision of this section; or
- (b) makes a report containing any information that is false, misleading or incomplete -

commits an offence and is liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to imprisonment for a term not exceeding 6 months, or both.

17. Records

(1) The master of –

- (a) every *[country]* oil tanker; and
- (b) every oil tanker in *[country]* waters of 150 tons gross tonnage and above and
- (c) every *[country]* vessel; and
- (d) every vessel in *[country]* waters of 400 tons gross tonnage and above other than an oil tanker –

shall carry and maintain an Oil Record Book Part I (Machinery Space Operations) and enter a record whenever any of the following machinery space operations are carried out –

- (e) ballasting or cleaning of oil fuel tanks;
- (f) discharge of dirty ballast or cleaning water from tanks referred to in subparagraph (a);
- (g) disposal of oily residues (sludge); and
- (h) discharge overboard or disposal otherwise of bilge water which has accumulated in machinery spaces.

(2) The master of every *[country]* oil tanker and every oil tanker in *[country]* waters of 150 tons gross tonnage and above shall also carry and maintain an Oil Record Book Part II (Cargo/Ballast Operations) and shall enter a record whenever any of the following cargo/ballast operations are carried out –

- (a) loading of oil cargo;
- (b) internal transfer of oil cargo during voyage;
- (c) unloading of oil cargo;
- (d) ballasting of cargo tanks and dedicated clean ballast tanks;
- (e) cleaning of cargo tanks including crude oil washing;
- (f) discharge of ballast except from segregated ballast tanks;
- (g) discharge of water from slop tanks;
- (h) closing of all applicable valves or similar devices after slop tank discharge operations;
- (i) closing of valves necessary for isolation of dedicated clean ballast tanks from cargo and stripping lines after slop tank discharge operations; and
- (j) disposal of residues.

(3) The Oil Record Books required under subsections (1) and (2) whether as a part of the vessel's official log-book or otherwise, shall be in the Forms specified in Regulation 20 and Appendix III of Annex I of MARPOL 73/78, or any other form which may supersede those forms

(4) The person in charge of a platform in *[country]* waters, shall comply with the provisions of subsections (1) and (2), as far as is applicable and with all necessary modifications.

(5) The master of a [country] vessel or a vessel in [country] waters to which Annex II of MARPOL 73/78 applies, shall carry a Record Book, and shall record –

- (a) the loading or unloading of pollutants specified in that Annex;
- (b) the transfer of pollutants specified in that Annex; and
- (c) any other operations in respect of pollutants specified in that Annex; and
- (d) any discharge or escape of such pollutants and the circumstances and reasons relating to their discharge or escape.

(6) A person who fails to comply with any requirement imposed by this section commits an offence and is liable upon conviction to a fine not exceeding [*insert an appropriate fine*] or to imprisonment for a term not exceeding 6 months, or both.

(7) A person who makes an entry in any records to be kept in accordance with this section which is false, misleading or incomplete commits an offence, and is liable upon conviction to a fine not exceeding [*insert an appropriate fine*] or to imprisonment for a term not exceeding 1 year, or both.

18. Powers of inspection

(1) The Director may by written notice appoint any properly trained and qualified person as an inspector to investigate and report–

- (a) as to whether the provisions of this Act have been complied with;
- (b) on what measures have been taken to prevent the discharge of pollutants, other than those made in accordance with the provisions of this Act;
- (c) as to whether reception facilities provided in ports are adequate to meet the needs of the vessels using them without causing undue delay; and
- (d) any other matter associated with the administration of this Act and the implementation of the Conventions to which this Act applies.

(2) Every inspector shall have the power to –

- (a) enter and inspect any vessel, platform, facility, place on land and any apparatus used for the storage, transfer or processing of pollutants, garbage or sewage;
- (b) test any equipment with which the vessel or platform is required to be fitted in accordance with any International Maritime Convention and any requirement of this Act;

- (c) require the production of any records required to be kept and shall have the power to copy records and require the person by whom the records are to be kept to certify the copy as a true copy;
- (d) board a vessel or platform to ascertain the circumstances relating to an alleged discharge of a pollutant into [*country*] waters or from a [*country*] vessel into any waters; and
- (e) board a vessel and take, or require to be taken, soundings of tanks, spaces, and bilges, and any sample or samples of any pollutant from the vessel for analysis.

(3) Any inspection under this section may verify that there is on board all valid certificates as required by this Act.

(4) If the inspector believes that the condition of the vessel or its equipment does not correspond substantially with the particulars of any applicable certificate or if the ship does not carry a valid certificate, the Director –

- (a) shall take all necessary steps to ensure that the ship shall not sail until it –
 - (i) it is in compliance with the provisions of this Act; and
 - (ii) it can proceed to sea without presenting a threat of harm to the marine environment; or
- (b) may grant permission for the vessel to leave the port or offshore terminal for the purpose of proceeding to the nearest appropriate repair yard available.

(5) If the Director denies a foreign vessel entry to a port or offshore terminal, or takes any action against a vessel for the reasons that it does not comply with the provisions of this Act, the Director shall immediately inform the consul or diplomatic representative of the State whose flag the ship is entitled to fly, or if this is not possible, the Maritime Administration of the ship concerned.

(6) All powers conferred by this section shall be exercised so that a vessel is not unnecessarily detained or delayed in proceeding on any voyage.

(7) A person who –

- (a) fails to reasonably comply with any requirement of this section; or
- (b) obstructs a person acting in the exercise of any power conferred by this section –

commits an offence and is liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to a term of imprisonment for a term not exceeding 1 year, or both.

PART 3 - MARINE POLLUTION RESPONSE

19. General Application of this Part

(1) The applicable law determining and regulating the response to a marine pollution incident shall be –

- (a) where the incident emanates from a vessel and is determined to be a disaster or emergency under any law relating to the management of disasters and emergencies – the law relating to the management of disasters or emergencies, applied subject to the provisions of this Part;
- (b) where the incident emanates from any source other than a vessel and is determined to be a disaster or emergency under any law relating to the management of disasters and emergencies - the law relating to the management of disasters or emergencies without the provisions of this Part having any effect;
- (c) where the incident emanates from a vessel and is not determined to be disaster or emergency – this Act; and
- (d) where the incident emanates from any source other than a vessel and is not determined to be a disaster or emergency – any relevant law dealing with pollution, wastes, environment protection, ports administration or land management.

(2) An incident of the nature referred to in subsection 1(a) shall be “a marine pollution incident to which this Part applies”.

(3) The provisions of subsection (1) are for the purpose of defining areas of administrative responsibility only and do not affect the liability of any offender under any, law or the right of any government agency to prosecute breaches of any law.

(4) This Part shall be applied so as to most effectively implement the general principles and provisions of –

- (a) the OPRC Convention and its HNS Protocol;
- (b) the Noumea Pollution Emergencies Protocol; and

- (c) any other provision of a Convention to which this Act applies which relates to responses to marine pollution incidents.

20. Committees to be established to implement this Act

(1) For the purposes of responding to marine pollution incidents to which this Part applies, a Oil Spill Response Committee may be established by the Administration

(2) A Committee established under subsection (1)–

- (a) shall be chaired by the Director, or his or her nominee; and
- (b) shall be comprised of other members appointed by the Minister responsible for disaster management, after consulting with the Minister, and shall include the Commissioner of Police and relevant industry representatives, including –
 - (i) the manager of the ports;
 - (ii) ports users;
 - (iii) fuel suppliers; and
 - (iv) the shipping industry.

(3) A Marine Pollution Advisory Committee may be established, administered and provided with administrative support by the Administration to have functions and responsibilities of -

- (a) developing, reviewing and implementing the National Marine Spill Contingency Plan (NATPLAN) required under section 20 and related matters;
- (b) assisting in the establishment and maintenance of the inventory of marine pollution response equipment under this Part, and its effective utilisation;
- (c) reviewing the provision and operation of waste facilities at ports, and setting standards for such facilities;
- (d) ensuring the proper administration and utilisation of the Marine Pollution Levy and the National Marine Pollution Fund in accordance with regulations made under this Act;
- (e) promoting effective participation in any bilateral, multilateral and regional marine spill contingency plans and related arrangements; and

- (f) any other matters related to marine pollution as required by the Minister or Cabinet.

(4) The members of the Marine Pollution Advisory Committee shall be appointed by the Minister and shall include -

- (a) government representatives from Ministries and agencies which are relevant to the management of the marine environment and the proper management of the POLFUND; and
- (b) industry representatives representing –
 - (i) the shipping industry;
 - (ii) the oil industry;
 - (iii) port users; and
 - (iv) the fishing industry.

(5) The Committee shall meet at such times and places as are nominated by the Minister and may regulate its own procedures as it thinks fit.

(6) The Annual Report prepared by the Administration shall report on the operations and determinations of the Marine Pollution Advisory Committee and the Committee established under subsection (1).

21. Marine Spill Contingency Plans

(1) The Director, with advice from the Committee (if it is established under section 20(3)), shall ensure that a National Marine Spill Contingency Plan (NATPLAN) is developed, maintained and implemented.

(2) The NATPLAN shall take effect when it is approved by the Minister and must conform to all requirements stipulated in –

- (a) any Convention to which this Part applies; and
- (b) any approved disaster management plan.

(3) All owners and operators of ports and oil and chemical handling and storage facilities shall develop, maintain and implement and maintain site-specific marine spill prevention and contingency plans for their facilities, consistent with the NATPLAN and any requirements applying under an approved disaster management plan.

(4) All owners or operators of vessels to which MARPOL 73/78 applies shall develop, maintain and implement shipboard marine pollution emergency plans consistent with the requirements of MARPOL 73/78.

(5) The plans required to be developed under this section shall be submitted to the Director for approval, and if approved by the Minister shall form part of the NATPLAN.

22. Regional Cooperation

(1) The Marine Pollution Advisory Committee shall advise the Administration in relation to any matters that –

- (a) can facilitate effective participation in regional and international arrangements relating to the response to marine pollution incidents; and
- (b) most effectively implement the arrangements provided for in the Conventions to which this Act applies dealing with response to marine pollution incidents.

(2) The Administration shall ensure that all necessary notifications are given in accordance with the procedures stated in any Convention to which this Act applies.

(3) Should external assistance be required to effectively respond to a marine pollution incident, such assistance may be requested by the Administration in accordance with the procedures contained in any bilateral, multilateral or regional marine spill contingency plan(s), and related arrangements in place at the time.

(4) Should other Pacific Island Countries and Territories need assistance in response to a marine pollution incident, such requests may be considered by the Administration in accordance with the procedures contained in any bilateral, multilateral or regional marine spill contingency plan(s) and related arrangements in place at the time.

23. Appointment of On Scene Commander

(1) The Director shall from time to time appoint qualified officer of the Administration to be -

- (a) the Administration's On Scene Commander; and
- (b) such number of Deputy On Scene Commanders as are considered to be necessary, who shall be deemed to be the On Scene Commander if the office of On Scene Commander is vacant or the incumbent is absent or is otherwise unavailable to act in relation to any specific marine pollution incident.

(2) The On Scene Commander shall -

- (a) command, manage and co-ordinate all operations relating to the response to marine pollution incidents emanating from vessels; and
 - (b) control and direct the use of all resources allocated to the response to marine pollution incidents emanating from vessels.
- (3) During a marine pollution incident emanating from a vessel, the On Scene Commander shall direct the use of all national assets and resources that are deemed necessary to deal with the incident and has the authority to spend and commit such funds as are reasonable in the circumstances up to the amount contained in the National Marine Pollution Fund established under this Act.
- (4) The powers exercisable under this section are subject to any directions given to the On-scene Commander under the authority of a law relating to the management of disasters and emergencies if the law has application to the particular marine pollution incident in accordance with section 19.

24. Marine pollution response equipment

- (1) The Director shall arrange for the establishment and maintenance of a national marine pollution response equipment inventory.
- (2) The national marine pollution response equipment inventory shall be an arrangement involving government and industry comprising the owners and operators of all ports and all oil and chemical handling and storage facilities, and all parties contributing and having access to the equipment.
- (3) In determining equipment needs, the government and industry stakeholders shall co-operate to ensure compatibility and inter-operability, and that the inventory is the most appropriate for all levels of marine pollution risk and for local conditions.
- (4) Regulations made under this Act may –
- (a) require owners or operators of vessels and platforms to carry on board and maintain marine pollution response equipment for the containment, recovery or dispersal of any pollutant that may be discharged by the vessel or platform into *[country]* waters;
 - (b) specify the type and quantity of such equipment which shall be sufficient to allow an initial response to the pollution incident taking into consideration limitations of the crew and the practicalities of operations at sea;

- (c) prescribe arrangements for the type and quantity of such equipment to be specified in the shipboard marine pollution emergency plan required under this Act;
- (d) make any other necessary provision relating to marine pollution response equipment; and
- (e) prescribe offences for the failure to comply with any requirement of the Regulations and penalties for such offences which shall be fines not exceeding *[insert an appropriate fine]* or terms of imprisonment not exceeding 12 months, or both.

25. National Marine Pollution Fund (POLFUND)

(1) Regulations made under this Act may provide for the establishment and management of a Fund to be known as the National Marine Pollution Fund (POLFUND) to finance the implementation of the National Marine Spill Contingency Plan (NATPLAN).

(2) The Regulations made under subsection (1) may make provision for –

- (a) the administration and government of the POLFUND by a Board of Trustees, which shall include representatives of government and industry stakeholders;
- (b) the imposition of marine pollution levies and any other sources of revenue for the POLFUND, and any returns to be filed by persons liable to pay such levies or other charges;
- (c) the investment of monies held in the POLFUND;
- (d) the expenditure of monies held in the POLFUND for purposes associated only with response to marine pollution incidents;
- (e) the audit of the POLFUND and any other matters necessary for its proper management, investment and utilisation;
- (f) the duties and responsibilities of the Board of Trustees relating to the proper financial management of the POLFUND, the development of appropriate strategies for growth of the POLFUND, and the investment of monies from the POLFUND.

26. Application of POLFUND monies

In accordance with the provisions of the regulations made under section 25, the Administration shall apply the POLFUND for the following purposes only –

- (a) to purchase plant, equipment, or any other thing to make preparations for, or to implement, or assist in implementing, any responses to marine pollution incidents;
- (b) to meet the reasonable costs of national marine spill response training and exercises;
- (c) to meet the reasonable costs incurred in controlling and cleaning up any marine pollution incident if, and to the extent that, those costs have not been recovered from the person who caused the incident.

27. Approval of expenditure from the POLFUND

(1) After consultation with the Committee the On Scene Commander shall prepare an annual budget of income and expenditure for the POLFUND which shall be endorsed by the Director and the Minister and referred to the Board of Trustees.

(2) No expenditure shall be made from the POLFUND unless -

- (a) it is provided for in the approved budget; and
- (b) it has been approved in writing by the Board of Trustees -

PROVIDED THAT in the event of a marine pollution incident, the On Scene Commander shall have the authority to commit such funds as are reasonable in the circumstances up to the amount contained in the POLFUND for the initial containment and recovery of the pollutant, but all subsequent expenditure of funds for subsequent clean-up operations must be approved in writing by the Board of Trustees.

(3) For marine pollution incidents from industry facilities the costs of containment, recovery and clean-up of the pollutant and any subsequent restoration of the environment shall be met directly by the owner or operator of the facility without recourse to the POLFUND.

28. Marine Pollution Levies

(1) The regulations made under section 25 may impose marine pollution levies and other appropriate charges to be contributed to the POLFUND by owners of –

- (a) contributing vessels;
- (b) contributing oil sites; and
- (c) contributing chemical sites.

(2) The Director shall require returns to be made by the persons by whom any levy is payable.

29. Establishment and maintenance of maximum POLFUND level

(1) The Minister shall, in consultation with the Director and the Committee determine the maximum POLFUND level and determine mechanisms to maintain the desired financial reserve.

(2) When the maximum amount of the POLFUND has been collected, the levy may be suspended on the order of the Minister.

(3) If the POLFUND is depleted the Minister may, in consultation with the Director and the Committee, determine the date on which the levy is to be reinstated.

30. Rates and basis of marine pollution levies

(1) The Regulations made under section 25 may fix different rates of levy in respect of different classes of contributing vessels.

(2) Any levy on contributing vessels may be calculated as follows –

- (a) a flat annual rate per gross registered ton of the contributing vessel; or
- (b) a specified rate in respect of each entry of a contributing vessel into a port.

(3) A levy on contributing oil sites will be a flat rate per ton of oil transferred.

31. Incurring of levies

(1) Where any marine pollution levy is imposed in respect of a contributing ship, the liability to pay that levy shall arise –

- (a) where the levy is assessed on an annual basis, on the first entry of that vessel into a port during the period for which the levy is assessed; and
- (b) in any other case, on the entry of that vessel into a port.

(2) Where any levy is imposed in respect of a contributing oil site or contributing Chemical site the liability to pay that levy shall arise on a quarterly basis.

(3) The regulations made under section 25 may –

- (a) require levies to be paid in advance or otherwise;
- (b) prescribe dates for the payment of levies;

- (c) prescribe the periods in respect of which the levies shall be payable; and
- (d) provide for the refund of the whole or any part of a levy paid in advance or otherwise.

(4) A levy shall not apply to a contributing vessel in respect of its entry into a port –

- (a) solely for the purpose of saving or preventing danger to human life, or obtaining medical treatment for any person; or
- (b) solely because of weather conditions or any other circumstances that the owner or master of the vessel could not have foreseen or prevented.

32. Payment of levies

(1) Marine pollution levies shall be paid –

- (a) where the levy is assessed on an annual basis, to the Administration;
- (b) in any other case, to the Administration, or to such other person approved by the Director for the purpose.

(2) All levies received shall be paid into the POLFUND.

(3) A receipt shall be given to any person paying any marine pollution levy.

33. Vessels not entitled to certificate of clearance until levies paid

(1) Where any levy is payable in respect of a contributing vessel, the vessel shall not be entitled to leave port until payment is made.

(2) Any person in respect of whom any decision is taken under this section may appeal against the decision in a Court of competent jurisdiction.

34. Offences

(1) Every person who contravenes or fails to comply with any obligation or requirement imposed on the person by Part 3 or any Regulation made under section 25 commits an offence.

(2) Every person who commits an offence under this section is liable upon conviction –

- (a) in the case of an individual, to a fine not exceeding *[insert an appropriate fine]*;

- (b) in any other case, to a fine not exceeding *[insert an appropriate fine]*.

35. Recovery of levies

If any person who is liable to pay a levy fails to do so, the amount of the levy may be recovered from that person as a debt and where the levy is payable in relation to a contributing vessel the debt shall constitute a charge upon the vessel.

PART 4 - MARINE CASUALTIES

36. General application of this Part

This Part shall be applied so as to most effectively implement the general principles and provisions of the INTERVENTION Convention.

37. Powers in relation to marine casualties

(1) The provisions of this Part shall be in addition to and shall not in any way prejudice any other rights or powers of the Government which are exercisable under international law.

(2) The powers conferred by this Part shall only be exercised and the measures shall only be taken as a result of –

- (a) a marine casualty in [country] waters or on the High Seas; or
- (b) a pollution incident occurring onboard a vessel, where it appears to the Director necessary to prevent, reduce or eliminate grave and imminent danger from any pollutant –
 - (i) in or to [country] waters ;or
 - (ii) to the coast of [country]; or
 - (ii) to related interests –

following upon a marine casualty, or acts related to a marine casualty.

(3) Where it appears to the Director that as a result of a marine casualty or incident referred to in subsection (2) a vessel constitutes or is likely to constitute a risk of pollution then, for prevention, reduction or elimination of the pollution, the Director may –

- (a) issue any instructions to –
 - (i) the master, owner or agent of the vessel; or

- (ii) any person in charge of any salvage operation in respect of the vessel, and to any employee or agent of that person -

requiring any specified action to be taken or determining that no specified action be taken with respect to the vessel or its cargo; and

- (b) take any measures whatsoever with respect to the vessel or its cargo whether or not the Director has issued instructions under paragraph (a).

(4) In determining what measures should be taken under subsection (3), the Director shall have regard to –

- (a) the extent and probability of imminent damage if those measures are not taken;
- (b) the likelihood of those measures being effective;
- (c) the extent of the damage which may be caused by such measures; and
- (d) the views of any port manager and the Ministries responsible for fisheries, disaster management and the environment (if these can be readily obtained in the circumstances).

(5) The measures that the Director may direct to be taken or may take under subsection (3) shall include –

- (a) the removal to another place of the vessel or its cargo;
- (b) the removal of cargo from the vessel;
- (c) the salvage of the vessel or its cargo, or both;
- (d) the sinking or destruction of the vessel, or the destruction of the cargo, or both; and
- (e) the taking over of control of the vessel.

(6) In order to carry out any of the measures referred to in subsection (3), the Director may, after consulting with the owners of the vessel to whose master the instructions are to be given –

- (a) instruct the master of any [country] vessel, or the master of any other vessel within [country] waters, to render assistance to any vessel that is or is likely to be a marine casualty; and

- (b) instruct the master of any [*country*] vessel to –
 - (i) render assistance to any vessel;
 - (ii) take on board any equipment;
 - (iii) sail to any place, to render assistance to any vessel assisting a marine casualty;
 - (iv) assist in any operations for the cleaning up, removal, or dispersal of any oil or other pollutant; and
 - (v) obey the instructions of any person authorised by the Director to exercise control over or responsibility for a marine casualty.

(7) The powers of the Director to issue instructions or to take measures under subsection (3) shall be exercisable by any person authorised by the Director –

- (a) in writing; or
- (b) orally and later confirmed in writing, in cases of emergency where the giving of written authority is not practicable.

(8) Before taking any measures under subsection (3), the Director shall take all available and practicable measures to consult with any other States affected by the marine casualty, and in particular the Flag State(s) of the vessels involved.

(9) The Director shall notify any persons known to have interests which can reasonably be expected to be affected by the measures that are proposed to be taken under subsection (3), but any failure to do so does not affect the powers of the Director, or give rise to any liability for non-compliance with this section.

38. Right to compensation

(1) A person who has incurred expense, loss or damage as a result of the taking of any action or measure under section 37 may seek compensation from the Government only if he or she can prove that the instruction given or measure taken -

- (a) was wholly inappropriate in the circumstances and in excess of any instruction or measure that could have reasonably been given by any reasonable person in the circumstances; or
- (b) had no prospect of preventing, reducing or eliminating the pollution to which it was directed.

(2) A claim made for compensation under subsection (1) shall be made to a court of competent jurisdiction which may take into account any relevant matter in determining whether the criteria stated in subsection (1) apply.

(3) Nothing in subsection (2) prevents a claim from being dealt with by conciliation or arbitration provided for under domestic or international law.

(4) Where any measures have been taken pursuant to section 37 on the high seas and there is a dispute between the Government and –

- (a) the owner of the vessel; or
- (b) the Government of the State where the vessel is registered; or
- (c) the Government of the State having any related interests –

and the dispute relates to -

- (d) whether such measures were necessary to prevent, reduce or eliminate grave and imminent danger to *[country]* waters or the coast of *[country]* or related interests from pollution or the threat of pollution by pollutants; or
- (e) whether the measures taken were in excess of that reasonably necessary to prevent, eliminate or reduce pollution or the risk of pollution; or
- (f) whether compensation should be paid in accordance with subsection (1); or
- (g) the amount of such compensation -

then, if settlement by negotiation between the parties has not been possible and if the parties do not otherwise agree, the matter shall be submitted, upon the request of any of the parties, to conciliation, and if that does not succeed, then to arbitration according to the procedures set out in the Annex to the INTERVENTION Convention.

39. Offences

(1) A person commits an offence if he or she –

- (a) fails to comply with any instructions issued by the Director pursuant to section 37, or by any person duly authorised by the Director; or

- (b) wilfully obstructs a person acting in compliance with any instructions issued by the Director pursuant to section 37 of this Act or by any person duly authorised by the Director; or
- (c) wilfully obstructs the Director or any person acting on behalf of the Director in carrying out any of the powers conferred on the Director by section 37.

(2) Every person who commits an offence under this section is liable upon conviction to a fine not exceeding *[insert appropriate fine]*, and to an additional fine of *[insert appropriate fine]* for each day during which the offence continues

(3) In any proceedings for an offence under this section it shall be a defence if the offender can prove that -

- (a) the failure to comply with any instructions issued under section 37; or
- (b) the wilful obstruction of -
 - (i) any person acting in compliance with such instruction duly issued; or
 - (ii) the Director or any person acting on behalf of the Director -

resulted from the need to save life at sea.

(4) In any proceedings for an offence under this section, it shall also be a defence if the offender proves that he or she used all due diligence to comply with any instructions issued by the Director pursuant to section 37 or by any person duly authorised by the Director.

40. Protection from liability

Where –

- (a) the Director or any person duly authorised by the Director has taken any measures under section 37; or
- (b) any person has taken any action or refrained from taking any action in accordance with instructions issued under section 37 -

then subject to section 38, the Director or that person, as the case may be, shall not incur any civil liability in respect of the instruction given or measures taken.

PART 5 - LIABILITY AND COMPENSATION FOR POLLUTION DAMAGE FROM SHIPS

41. General application of this Part

(1) This Part relates to liability and compensation for damage from all forms of pollution from ships, and shall be applied as the law of [*country*] in a manner which is consistent with the principles and provisions of CLC 92 and FUND 92, the HNS Convention and the Bunkers Convention.

(2) This Part shall not apply to warships, naval auxiliaries or other ships owned or operated by a State and used for the time being on non-commercial service for the Government.

(3) No liability for pollution damage shall attach to the owner if the owner proves that the damage -

- (a) resulted from an act of war, hostilities, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or
- (b) was wholly caused by an act or omission done with intent to cause damage by a third party; or
- (c) was wholly caused by the negligence or other wrongful act of Government or any other authority responsible for the maintenance of lights or other navigational aids in the exercise of that function.

(4) If the owner proves that the pollution damage resulted wholly or partially either from an act or omission done with intent to cause damage by the person who suffered the damage or from the negligence of that person, the owner may be exonerated wholly or partially from liability to that person.

(5) When an incident involving two or more ships occurs and pollution damage results from the incident, the owners of all the ships concerned, unless exonerated under subsections (3) and (4), shall be jointly and severally liable for all such damage which cannot be reasonably attributed to one or other of them.

(6) No claim for compensation for pollution damage may be made against the owner of a ship otherwise than in accordance with this Part.

(7) No exemption or exoneration from liability under this Part shall affect the liability of any person for an offence committed against this Act.

42. Liability for oil pollution damage

(1) Liability for any oil pollution damage caused by the tanker as a result of the incident shall apply to -

- (a) the owner of an oil tanker at the time of an incident; and also

- (b) where the incident consists of a series of occurrences, the owner at the time of the first such occurrence.
- (2) No claim for compensation for oil pollution damage may be made against the owner otherwise than in accordance with this Part, but this shall not affect the liability of any person under any other law in relation to the pollution.
- (3) No claim for compensation for oil pollution damage under this Part may be made against –
- (a) servants or agents of the owner, or members of the crew of the ship;
 - (b) the pilot or any other person who, without being a member of the crew of the ship, performs services for the tanker;
 - (c) any charterer (howsoever described, including a bareboat charterer), manager or operator of the tanker;
 - (d) any person performing salvage operations with the consent of the owner, or on the lawful instructions of a public authority;
 - (e) any person taking preventive measures in relation to the cause of the pollution from the ship, or its effects; or
 - (f) all servants or agents of persons mentioned in paragraphs (c), (d) and (e) –
- unless the damage resulted from their personal act or omission, committed with the intent to cause such damage, or done recklessly and with knowledge that such damage would probably result.
- (4) Nothing in this Part shall prejudice any rights of the owner in relation to third parties.

43. Liability for pollution damage from hazardous and noxious substances

- (1) Liability for any pollution damage caused by any hazardous and noxious substances in connection with their carriage by sea on board the ship shall apply to -
- (a) the owner of the ship at the time of an incident; and also
 - (b) where the incident consists of a series of occurrences, the owner at the time of the first such occurrence.
- (2) No liability for pollution damage referred to in subsection (1) shall attach to the owner if the owner proves that the failure of the shipper or any other person to furnish

information concerning the hazardous and noxious nature of the substances shipped has either -

- (a) caused the damage, wholly or partly; or
- (b) led the owner not to obtain compulsory insurance required by the HNS Convention –

if neither the owner nor its servants or agents knew or ought reasonably to have known of the hazardous and noxious nature of the substances shipped.

(3) No claim for compensation for pollution damage arising from hazardous or noxious substances under this Part may be made against –

- (a) servants or agents of the owner or members of the crew of the ship;
- (b) the pilot or any other person who, without being a member of the crew of the ship, performs services for the ship;
- (c) any charterer (howsoever described, including a bareboat charterer), manager or operator of the ship;
- (d) any person performing salvage operations with the consent of the owner or on the instructions of a competent public authority;
- (e) any person taking preventive measures; or
- (f) all servants or agents of persons mentioned in paragraphs (c), (d) and (e) -

unless the damage resulted from their personal act or omission, committed with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

(4) Nothing in this Part shall prejudice any existing right of the owner against any third party, including the shipper or the receiver of the substance causing the damage, or the persons indicated in subsection (3).

44. Liability for pollution damage from bunkers

Liability for pollution damage from Bunkers shall be applied in accordance with the common law, which shall be subject to any applicable provisions of the Bunkers Convention which makes any particular provision in relation to –

- (a) the liability of certain persons;
- (b) the extent of that liability; and

- (c) principles or procedures to be applied in relation to assessing or discharging that liability.

45. Actions for compensation

(1) Where –

- (a) an incident has caused pollution damage in [*country*] (including its Territorial Sea and Exclusive Economic Zone); or
- (b) measures have been taken under this Act to prevent or minimise pollution damage –

actions for compensation against the owner, insurer or other person providing security for the owner's liability may be brought only in the courts of [*country*].

(2) All such actions shall be brought in the [*the highest*] Court.

46. Limitation of liability for oil pollution damage

(1) Persons who are liable for oil pollution damage under the provisions of this Part may rely on any applicable limitations of liability provided for in the Conventions specified in section 41(1), but this right is subject to any exceptions, conditions or requirements –

- (a) stated in this Part; and
- (b) provided for in any of the applicable Conventions.

(2) For the purposes of determining the extent of any applicable limitation of liability –

- (a) The "unit of account" is the Special Drawing Right as defined by the International Monetary Fund. The amounts mentioned in this Part shall be converted into [*country*] currency on the basis of the value of that currency by reference to the Special Drawing Right on the date of the constitution of the fund referred to or applying under sections 46(5), 47(5) and section 47;
- (b) The value of the [*country*] currency, in terms of the Special Drawing Right shall be calculated in accordance with the method of valuation applied by the International Monetary Fund in effect on the date in question for its operations and transactions; and
- (c) Other calculations of the "unit of account" to local currencies shall be in accordance with Article V 9 (a) - (c) of CLC 92, paragraphs (a) to (c) –

PROVIDED THAT these matters may be modified or replaced by any other means of calculating the extent of liability described as “units of account” provided for in Regulations made under this Act, and such Regulations may have retrospective effect to cure any problem that may arise in determining the unit of account under these provisions.

(3) The owner of a ship shall be entitled to limit liability under this section in respect of any one incident to an aggregate amount calculated as follows –

- (a) 3 million units of account for a tanker not exceeding 5,000 units of tonnage; and
- (b) for a ship with a tonnage in excess of 5,000 units of tonnage, for each additional unit of tonnage - 420 units of account in addition to the amount mentioned in paragraph (a) –

PROVIDED THAT that this aggregate amount shall not in any event exceed 59.7 million units of account.

(4) The owner shall not be entitled to limit liability under this section unless he or she can prove that the pollution damage –

- (a) did not result from his or her personal act or omission; and
- (b) was not committed with the intent to cause such damage; and
- (c) that he or she had not acted recklessly, and with knowledge that such damage would probably result.

(5) To be entitled to any limitation under this section, the owner must first constitute a fund for the total sum representing the limit of the owner’s liability.

(6) The fund must be constituted in accordance with –

- (a) any regulations made under this Act; or
- (b) any requirements stipulated by the Director taking account of all applicable requirements of laws dealing with the financial accounts of the Government, if no Regulations have been made; or
- (c) otherwise, in accordance with any procedures stated in CLC 92 (Article IX).

(7) The fund shall be distributed among the claimants in proportion to the amounts of their established claims, as ordered by a court of competent jurisdiction.

(8) If before the fund is distributed –

- (a) the owner; or
- (b) any servants or agents of the owner; or
- (c) any person providing the owner with insurance or other financial security

–

has, as a result of the incident in question, paid compensation for pollution damage, that person shall, up to the amount that has been paid, acquire by subrogation, the rights which the person so compensated would have enjoyed under this section.

(9) The right of subrogation provided for in subsection (8) may also be exercised by a person other than those mentioned that subsection in respect of any amount of compensation for pollution damage that the person may have paid.

(10) Where the owner or any other person establishes that he or she may later be compelled to pay (in whole or in part) any amount of compensation to which a right of subrogation may have applied had the compensation been paid before the fund was distributed, the Court may order that a sufficient sum shall be provisionally set aside to enable that person to enforce his or her claim against the fund at a later date.

(11) Claims in respect of expenses reasonably incurred or sacrifices reasonably made by the owner voluntarily to prevent or minimise pollution damage shall rank equally with other claims against the fund.

(12) For the purpose of this section the ship's tonnage shall be the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex 1 of the International Convention on Tonnage Measurement of Ships 1969.

(13) The insurer or other person providing financial security shall be entitled to constitute a fund in accordance with this section on the same conditions and having the same effect as if it were constituted by the owner.

(14) A fund may be constituted under subsection (13) even if, by reason of subsection (4), the owner is not entitled to limit his or her liability, but its constitution in that case shall not prejudice the rights of any claimant against the owner.

47. Limitation of liability for damage from hazardous and noxious substances

(1) Persons who are liable for pollution damage arising from hazardous and noxious substances under the provisions of this Part may rely on any applicable limitations of liability provided for in the Conventions specified in section 40, but this right is subject to any exceptions, conditions or requirements –

- (a) stated in this Part; and
- (b) provided for in any of the applicable Conventions.

(2) The definitions and methods of calculation referred to in section 46(2) shall apply to this section.

(3) The owner of a ship shall be entitled to limit liability under this section in respect of any one incident to an aggregate amount calculated as follows –

- (a) 10 million units of account for a ship not exceeding 2,000 units of tonnage; and
- (b) for a ship with a tonnage in excess of 2000 units of tonnage for each unit of tonnage from –
 - (i) 2,001 to 50,000 units of tonnage - 1,500 units of account in addition to the amount mentioned in paragraph (a); and
 - (ii) for each unit of tonnage in excess of 50,000 units of tonnage - 360 units of account, in addition to the amounts applying under this section –

PROVIDED THAT this aggregate amount shall not in any event exceed 100 million units of account.

(4) The owner shall not be entitled to limit liability under this section unless he or she can prove that the pollution damage –

- (a) did not result from his personal act or omission; and
- (b) was not committed with the intent to cause such damage; and
- (c) that he or she had not acted recklessly, and with knowledge that such damage would probably result.

(5) To be entitled to any limitation under this section, the owner must first constitute a fund for the total sum representing the limit of the owner's liability.

(6) The fund must be constituted in accordance with –

- (a) any Regulations made under this Act; or

- (b) in requirements stipulated by the Director taking account of all applicable requirements of laws dealing with the financial accounts of the Government, if not Regulations have been made; or
- (c) otherwise, in accordance with any procedures stated in the HNS Convention.

(7) The fund shall be distributed among the claimants in proportion to the amounts of their established claims, but claims in respect of death or personal injury have priority over other claims save to the extent that the aggregate of such claims exceeds two-thirds of the total amount of the constituted fund.

(8) If before the fund is distributed –

- (a) the owner; or
- (b) any servants or agents of the owner; or
- (c) any person providing him insurance or other financial security –

has, as a result of the incident in question, paid compensation for pollution damage, that person shall, up to the amount that has been paid, acquire by subrogation, the rights which the person so compensated would have enjoyed under this section.

(9) The right of subrogation provided for in subsection (8) may also be exercised by a person other than those mentioned in that subsection in respect of any amount of compensation for pollution damage that the person may have paid, but this right is subject to any applicable limitations on the rights of subrogation under any applicable law.

(10) Where the owner or any other person establishes that he or she may later be compelled to pay (in whole or in part) any amount of compensation to which a right of subrogation may have applied had the compensation been paid before the fund was distributed, the Court may order that a sufficient sum shall be provisionally set aside to enable that person to enforce his or her claim against the fund at a later date.

(11) Claims in respect of expenses reasonably incurred or sacrifices reasonably made by the owner voluntarily to prevent or minimise pollution damage shall rank equally with other claims against the fund.

(12) For the purpose of this section the ship's tonnage shall be the gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex 1 of the International Convention on Tonnage Measurement of Ships 1969.

(13) The insurer or other person providing financial security shall be entitled to constitute a fund in accordance with this section on the same conditions and having the same effect as if it were constituted by the owner.

(14) A fund may be constituted under subsection (13) even if, by reason of subsection (4), the owner is not entitled to limit his or her liability, but its constitution shall in that case not prejudice the rights of any claimant against the owner.

48. Limitation of liability for pollution damage from bunkers

Any provision of the Bunkers Convention which provides for any right of limitation of liability for pollution damage involving bunkers shall have the force of law, and shall be applied by the Courts so as to give full effect to such limitation.

49. Rights of owner on constitution of fund

(1) Where after an incident, an owner, has duly constituted a fund in accordance with the provisions of this Part, and is entitled to a limitation on his or her liability –

- (a) no person having a claim for pollution damage arising out of that incident shall be entitled to exercise any right against any other assets of the owner in respect of the claim; and
- (b) the Court shall order the release of any ship or other property belonging to the owner which has been arrested in respect of a claim for marine pollution damage arising out of that incident, and shall similarly release any bail or other security furnished to avoid such arrest.

(2) Subsection (1) shall only apply if –

- (a) the claimant has a right to take action in the Court administering the fund; and
- (b) the fund is available in respect of the particular claim made by the claimant.

50. Requirement for insurance for pollution damage

(1) This section applies to all –

- (a) oil tankers carrying more than 2,000 tons of oil in bulk as cargo in *[country]* waters;
- (b) ships carrying hazardous and noxious substances in *[country]* waters;
- (c) *[country]* ships having a gross tonnage greater than 300grt; and

- (d) any other [*country*] vessel, or class of [*country*] vessel, that is determined from time to time by the Minister to be a vessel to which this section applies.
- (2) All ships to which this section applies must be covered by insurance or other financial security in accordance with –
- (a) any Convention to which this Act applies; and
 - (b) if the vessel is one to which paragraph (1)(c) or (d) applies, any requirement imposed by the Director that is consistent with this section.
- (3) The insurance cover or other financial security must be in the form of a current –
- (a) policy of insurance;
 - (b) bank guarantee;
 - (c) certificate issued by an international compensation fund; or
 - (d) other appropriate security or cover prescribed by Regulations made under this Act, or approved from time to time by the Director.
- (4) All ships to which this section applies must carry a certificate which certifies that the ship currently has the required insurance cover or other financial security, and which is issued –
- (a) in accordance with any applicable Convention to which this Act applies; and
 - (b) by a competent authority under those Conventions, or by the Director under section 51.
- (5) All certificates required to be carried under this section shall be in the form required under the applicable Convention to which this Act applies, and shall include the following particulars –
- (a) name of the ship, its distinctive number or letters and its port of registry;
 - (b) name and principal place of business of the owner;
 - (c) IMO ship identification number;
 - (d) type and duration of security;

- (e) name and principal place of business of insurer or other person giving security and, where appropriate, place of business where the insurance or security is established; and
- (f) period of validity of certificate, which shall not be longer than the period of validity of the insurance or other security.

(6) The certificate shall be carried on board the ship and a copy shall be deposited with the authorities that keep the record of the ship's registry or, if the ship is not registered in a Contracting State, with the authorities of the State issuing or certifying the certificate.

(7) Certificates issued or certified under the authority of a Contracting State in accordance with paragraph 2 of Article VII of CLC 92, shall be accepted by the Administration for the purposes of that Convention, and shall be regarded as having the same force as certificates issued or certified by them even if issued or certified in respect of a ship not registered in a Contracting State

(8) All certificates to which this section applies shall be in the official language or languages of the issuing State, and if that language is not English, the text shall include a translation into English.

(9) An insurance or other financial security required under this section shall not satisfy the requirements of this section if it can cease to extend cover for reasons other than the expiry of the period of validity of the insurance or security specified in the certificate under subsection (2), before 3 months have elapsed from the date on which notice of its termination is given to the authorities referred to in subsection (6), unless the certificate has been surrendered to these authorities or a new certificate has been issued within the said period.

(10) Subsection (9) shall similarly apply to any modification that results in the insurance or security no longer satisfying the requirements of this section.

(11) Any claim for compensation for pollution damage may be brought directly against the insurer or other person providing financial security for the owner's liability for pollution damage, and in such cases the defendant –

- (a) may have the benefit of limitations of liability prescribed in this Act, even if the owner is not entitled to limit his or her liability;
- (b) may avail himself or herself of the defences which the owner would have been entitled to invoke (other than a defence based upon the bankruptcy or winding up of the owner);
- (c) may claim the defence that the pollution damage resulted from the wilful misconduct of the owner;

(d) shall have the right to require the owner to be joined in the proceedings -

but the defendant shall not have the right to claim any other defence which he or she might have been entitled to invoke in proceedings brought by the owner.

(12) In the case of oil pollution damage any sums provided by insurance or by other financial security maintained in accordance with subsection (1) shall be available exclusively for the satisfaction of claims under CLC 92.

51. Issue of Certificates for [country] ships and bunkers

(1) In relation to all [country] ships of the nature specified in section 50(1), the Administration -

- (a) shall apply all relevant insurance related requirements to [country] vessels in accordance with all applicable Conventions to which this Act applies, and to any additional requirements applying under this Act;
- (b) ensure that the insurance cover or other financial security relating to the vessel meets the requirements stated in sections 50 (3), (5), (8) and (9); and
- (c) may issue a certificate in the appropriate form and meeting the requirements of the applicable Convention.

(2) No [country] ship to which section 49 applies may conduct any trade unless –

- (a) it is covered by the required policy of insurance or other financial security as required by this Part;
- (b) a certificate has been issued under this section.

(3) The owner and master of any [country] ship which breaches any of the requirements of subsection (2) commit an offence and shall be liable upon conviction to a fine of [insert an appropriate fine], or to a term of imprisonment for a period of 3 years, or both.

(4) Regulations made under this Act may require bunkers to have prescribed insurance cover, or any other prescribed financial security, and may make provision in relation to any matter associated with such a requirement.

52. Failure to carry the required certificate insurance

(1) No ship, wherever registered, may enter or leave a port unless it has current insurance cover or other financial security as required under this Part.

(2) The owner and master of any ship which breaches subsection (1) commit an offence and shall be liable upon conviction to a fine of *[insert an appropriate fine]*, or to a term of imprisonment for a period of 3 years, or both

53. Limitation periods for compensation claims

(1) No claim for compensation under this Part may be made unless the claim is brought within 3 years from the date that the damage occurred.

(2) Where the damage does not arise immediately following the incident, no claim for compensation under this Part may be made after the expiration of 6 years from the date of the incident that caused the damage.

(3) Where the incident consists of a series of occurrences, the limitation period provided for in subsection (2) shall run from the date of the first occurrence.

54. Jurisdiction of courts where pollution damage occurs in more than one State

(1) Where –

- (a) an incident has caused pollution damage in *[country]* waters and in the Territorial Sea or Exclusive Economic Zone of one or more Contracting States; or
- (b) preventive measures have been taken to prevent or minimise pollution damage in *[country]* waters and in the Territorial Sea or Exclusive Economic Zone of one or more Contracting States –

actions for compensation may only be brought in the Courts of *[country]* or any such Contracting States.

(2) After the fund has been constituted in accordance with the provisions of this Part the court or jurisdiction in which the fund is constituted shall be exclusively competent to determine all matters relating to the apportionment and distribution of the fund.

55. Judgements enforceable

(1) Any judgement given by a Court with jurisdiction in accordance with section 54, which is enforceable in the State of origin, where it is no longer subject to ordinary forms of review, shall be recognised in any Contracting State, except –

- (a) where the judgement was obtained by fraud; or
- (b) where the defendant was not given reasonable notice and a fair opportunity to present its case.

(2) A judgement recognised under subsection (1) shall be enforceable in each Contracting State as soon as the formalities required in that State have been complied with, which may be prescribed by Regulations made under this Act, or by Rules of the Court.

(3) The use of the procedures under this section shall not permit the merits of the case to be re-opened.

56. Exemptions

(1) The provisions of this Part shall not apply to warships or other ships owned or operated by a State and used, for the time being, only on government non-commercial service.

(2) With respect to ships owned by a Contracting State and used for commercial purposes, each State shall be subject to suit in the jurisdictions specified in section 54 and shall waive all defences based on its status as a sovereign State.

57. International Fund

(1) For the purposes of this section and sections 58 and 59, “the International Fund” is the International Fund for compensation for pollution damage established under the FUND Convention 92, with the following objectives –

- (a) to provide compensation for pollution damage to the extent that the protection afforded by CLC 92 is inadequate; and
- (b) to give effect to the related purposes set out in FUND Convention 92.

(2) The International Fund is hereby recognised as a legal person capable of lawfully assuming rights and obligations, and of being a party in legal proceedings before the courts of [*country*].

(3) The Director of the International Fund shall be its legal representative.

58. Application of the FUND Convention 92

The FUND Convention 92 shall apply exclusively –

- (a) to pollution damage caused in [*country*], including its Territorial Seas and Exclusive Economic Zone; and
- (b) to preventive measures, wherever taken, to prevent or minimise such damage.

59. Claims to the International Fund

A claim to the International Fund shall pay compensation (in accordance with the provisions of FUND Convention 92) may be made and processed in accordance with Regulations made under this Act by a person who suffers pollution damage, if that person has been unable to obtain full and adequate compensation for the damage under the terms of CLC 92.

PART 6 – BALLAST WATER MANAGEMENT

60. Interpretation in this Part

In this Part, unless the context otherwise requires -

“Administration” in the context of action taken to implement and enforce this Part, includes action taken on behalf of the Administration by an authorised officer, a surveyor or a recognised classification society, when they are specifically authorised by this Part or by the Director to do so;

“Annex” means the Annex to the Ballast Water Management Convention;

“Authorised officer” means the Director and Principal Surveyor of the Administration, and includes –

- (a) every surveyor and other persons empowered to undertake surveys and inspections of vessels in accordance with this Part;
- (b) boarding officers employed by the Administration;
- (c) other officers of the Administration appointed by the Director to enforce this Part; and
- (d) other persons to whom the Director has delegated powers to enforce the provisions of this Act;

“Ballast Water Management” means mechanical, physical, chemical and biological processes (either singularly or in combination) to remove, render harmless or to avoid the uptake or discharge of harmful aquatic organisms and pathogens within a vessel’s ballast water and sediments;

“International Ballast Water Management Certificate” and **“Certificate”** means the International Ballast Water Management Certificate specified in the Convention, and which shall be issued by the Administration in an approved form consistent with that prescribed by the Convention;

“Convention” means the Ballast Water Management Convention;

“**Owner**” means the owner of a vessel to which this Part applies, and includes any organisation or person (including a manager or bareboat charterer of the vessel) who has assumed responsibility for operation of the vessel, and is thereby responsible for its proper operation in accordance with this Act, and as required by the Administration under this Part; and

“**Port**” includes all ports declared under any law, and all other places where vessels load or discharge passengers or cargoes.

61. Vessels to which the Ballast Water Management Convention applies

(1) Subject to subsections (2) and (5) and to any specific provisions of this Part, the provisions of this Part shall apply to -

- (a) vessels entitled to fly the flag of *[country]*;
- (b) vessels not entitled to fly the flag of *[country]* but which operate under the authority of *[country]*; and
- (c) other vessels when in ports and at offshore terminals in *[country]*.

(2) Subject to subsection (3), the provisions of this Part shall not apply to permanent ballast water in sealed tanks on vessels, or to -

- (a) vessels not designed or constructed to carry Ballast Water;
- (b) any military vessel, naval auxiliary or other vessel owned or operated by a State and used, for the time being, only on government non-commercial service -

unless the Administration determines, in accordance with subsection (3) that the discharge of Ballast Water from such a vessel would impair, endanger or damage the environment, human health, property or resources, including such affects on other States;

(3) Where the Administration determines that the discharge of ballast water from a vessel to which subsection (2) applies may impair, endanger or damage the environment, human health, property or resources of *[country]* or of adjacent or other States, the Administration may serve written notice on the owner or master of the vessel, requiring that the provisions of the Ballast Water Management Convention be complied with in relation to the ballast water held in the vessel.

(4) A notice served under subsection (3) may –

- (a) apply to a single voyage or for a specific period of time; and

- (b) specify any particular measures that the owner or master must undertake to achieve compliance with the Ballast Water Management Convention.

(5) The Administration may authorise a vessel which only operates in [country] waters, to operate without compliance with the provisions of this Part or the Ballast Water Convention, but the Administration shall not grant such authorisation if doing so would impair, endanger or damage the environment, human health, property or resources, of [country] or those of adjacent or other States.

(6) If the Administration refuses to grant an authorisation to a vessel under subsection (5), the Director shall notify the maritime administration of that vessel that it is bound by the provisions of this Act and the Ballast Water Management Convention.

62. Surveys and Certification under the Ballast Water Management Convention

(1) [Country] vessels of 400 gross tonnage and above to which this Part applies (excluding floating platforms, FSUs and FPSOs), shall be subject to the surveys specified in Regulation E-1 of the Annex, and the satisfactory completion of such surveys shall be endorsed on the International Ballast Water Management Certificate as required by the Convention.

(2) In relation to vessels to which subsection (1) applies the Administration –

- (a) may undertake inspections at any time, and –
 - (i) issue Certificates indicating compliance with the Convention; or
 - (ii) serve notice on the owner or master of the vessel prescribing measures to be undertaken for the vessel to achieve compliance with this Act and the Convention; and
- (b) may apply other appropriate measures, as determined by the Director, for inspection, certification and regulation of such vessels in order to ensure that the requirements of the Convention are applied to those vessels.

(3) The Administration may apply the requirements of this section to all pleasure craft used solely for recreation or competition, and craft used primarily for search and rescue, which are less than 50 metres in length overall and with a maximum Ballast Water capacity of 8 cubic metres, and such measures shall –

- (a) take into account of the IMO *Guidelines for Ballast Water Management Equivalent Compliance (G3)*;
- (b) be published in a Notice to Mariners; and
- (c) be implemented by the owner and master of the craft.

(4) A Certificate may only be issued in relation to any vessel which has been surveyed under this Part and found to be in compliance with this Act and the Convention, and such Certificate shall be issued by or under the authority the Administration which shall assume full responsibility for the Certificate and the matters certified.

(5) The Administration may –

- (a) determine the period for which Certificates shall be valid, which shall be that specified in Regulation E-5 of the Annex, unless circumstances exist warranting a different period;
- (b) impose any conditions in relation to the vessel and its operations;
- (b) require the re-survey of any vessel during the period of any Certificate; and
- (c) revoke a Certificate and vary the conditions of any Certificate during its period of validity to ensure full compliance with this Act and the Convention.

(6) At the request of the Government of a Party, the Administration may cause a vessel to be surveyed and may issue or authorise the issue of a Certificate to the vessel in accordance with this Part, and–

- (a) each such Certificate shall contain a statement to the effect that it has been issued at the request of the Government of a Party; and
- (b) a copy of it together with a copy of the survey report shall be transmitted as early as possible to the maritime administration of the Government requesting the survey.

(7) No Certificate shall be issued by the Administration to a vessel which does not fly the flag of a Party.

63. Surveyors and recognised organisations

(1) Surveys of vessels for the purposes of applying and enforcing the provisions of this Part may be carried out by –

- (a) surveyors employed by the Administration;
- (b) other appropriately qualified persons appointed by the Minister to be surveyors for the purposes of this Part; and

- (c) recognised classification societies and other appropriate organisations recognised and appointed by the Minister for the purpose of undertaking surveys in accordance with the Guidelines and Specifications adopted by the IMO.

(2) The Administration may authorise and empower surveyors or recognised societies and organisations to -

- (a) require a vessel that they survey to comply with the provisions of this Act and the Convention; and
- (b) carry out surveys and inspections at the request of the appropriate authorities of a Port State that is a Party.

(3) The Administration shall notify the IMO of the specific responsibilities and conditions of the authority delegated to the surveyors or recognised societies and organisations under this section.

64. Transfer of flag

(1) Upon transfer of a [Country] vessel to the flag of another Party, the Administration shall transmit as soon as possible to the Government of the State concerned, a copy of the Certificate carried by the vessel before the transfer and, if available, a copy of the vessel's most recent survey report, if the State makes such a request within 3 months after the transfer has taken place.

(2) Where a vessel is transferred to the [Country] registry, a new Certificate shall only be issued when the Administration is fully satisfied that the vessel is in full compliance with the requirements of this Part and the Ballast Water Management Convention (including Regulation E-1 of the Annex).

65. Obligations of owners and masters under this Part

(1) The owner, master or agent of any vessel to which this Part applies, must –

- (a) ensure that a Ballast Water Management Plan has been prepared for the vessel and is kept on board and implemented at all times, in accordance with Regulation B-1 of the Annex;
- (b) ensure that a Ballast Water record book complying with Regulation B-2 of the Annex –
 - (i) is maintained and kept on board at all times;
 - (ii) records all entries for a minimum period of 2 years prior to the current date;

- (iii) is kept in the Owner's control for a minimum period of 3 years after the record book is full;
 - (iv) contains entries as required by Regulation B-3.3 and B-3.5 and B-4 of the Annex; and
 - (v) is kept readily available for inspection at all reasonable times, and in the case of an unmanned vessel under tow it may be kept on the towing vessel;
- (c) ensure that officers and crew are familiar with their duties in relation to the implementation of Ballast Water Management relevant to the vessel on which they serve, and are familiar with the vessel's Ballast Water Management Plan, as it applies to their specific duties;
 - (d) ensure that the condition of the vessel and its equipment, systems and processes are maintained so as to comply with this Part and the provisions of the Ballast Water Management Convention, to ensure that the vessel remains fit to proceed to sea without presenting a threat of harm to the environment, human health, property or resources;
 - (e) after any survey of a vessel under this Part has been completed, ensure that no change is made in the structure and any equipment, fittings, arrangements or material associated with the vessel's Ballast Water Management, without the prior approval of the Administration, except where the replacement of such equipment or fittings with identical items is undertaken;
 - (f) provide a full report at the earliest opportunity to the Administration of any accident which occurs to a vessel or when a defect is discovered which affects or impacts upon the ability of the vessel to conduct Ballast Water Management in accordance with its Plan, and the Convention or this Part;
 - (g) provide a report to the Administration as soon as possible after any ballast water is discharged from the vessel into [*country*] waters that does not comply with any requirement of this Part or the Convention, and provide such further information in relation to the discharge as may be required by the Administration; and
 - (h) cause investigations to be initiated to determine whether a survey is necessary after an accident has occurred or such a defect is discovered, and provide a report to the Administration in relation to such matters.

(2) Each Ballast Water Management Plan must –

- (a) detail safety procedures for the vessel, and its crew who have responsibilities for the management of ballast water;
- (b) provide a detailed description of the actions to be taken to implement Ballast Water Management and supplemental practices in accordance with the Convention;
- (c) detail procedures for the disposal of sediments at sea and on shore which comply with the requirements of this Part and the Convention;
- (d) designate officers and crew with responsibilities for implementing the Plan and observing the requirements of the Convention;
- (e) specify appropriate reporting responsibilities and procedures; and
- (f) be written in the English language, with an English translation provided if it is written in a language other than English.

66. Ballast Water and Sediment Management

(1) The owners and masters of all vessels to which this Part applies must –

- (a) conduct Ballast Water Management in accordance with Regulation B-3 of the Annex;
- (b) ensure that all ballast water management systems are in accordance with Regulation D-3 of the Annex.
- (c) when conducting Ballast Water exchange to meet the standard in Regulation D-1 of the Annex, do so in accordance with Regulation B-3 of the Annex; and
- (d) remove and dispose of sediments in accordance with Regulation B-5 of the Annex.

(2) The requirements of section 65(1)(a) and subsection (1)(a) of this section shall not apply in the circumstances set out in Regulation A-3 of the Annex, and subject to subsections (3) and (4) the Administration may grant exemptions for [Country] waters, in relation to any of those requirements in the circumstances set out in Regulation A-4 of the Annex.

(3) Exemptions granted pursuant to subsection (2) shall not be effective until after communication to the IMO and circulation of relevant information to the Parties has been effected.

(4) The Administration shall not grant an exemption under this section which may impair, endanger or damage the environment, human health, property or resources, or those of adjacent or other States.

(5) Any exemptions granted under this section must be recorded in the Ballast Water record book of the relevant vessel.

67. Other powers of the Administration

(1) If it is determined by an authorised officer that a vessel's ballast water management does not conform to the requirements of this Act or the Convention, or the conditions of the Certificate, or is such that the vessel is not fit to proceed to sea without presenting a threat of harm to the environment, human health, property or resources, the Administration shall determine the corrective action that must be taken to bring the vessel into compliance, and the Administration -

- (a) may cancel and withdraw the Certificate if it is current, and require the cancelled certificate to be surrendered to the Administration;
- (b) may refuse to issue a Certificate if no current Certificate is in effect;
- (c) shall ensure that the appropriate authorities of that State are notified, if the vessel is in the port of another Party;
- (d) may detain the vessel; and
- (e) may take all necessary action and exercise all appropriate powers under the maritime laws to ensure that the defects or breaches are remedied.

(2) The Administration may by notice published in a Notice to Mariners specify measures which it considers necessary to prevent, reduce or eliminate the transfer of harmful aquatic organisms and pathogens through ballast water and sediments, and such measures shall take account of Guidelines developed by the IMO.

(3) A Notice to Mariners given under subsection (2) shall –

- (a) specify the additional measures;
- (b) list all appropriate services, including notification to mariners of areas, available and alternative routes or ports, as far as practicable; and
- (c) recite any approvals given by the IMO.

(4) It shall be the duty of every owner and master to comply with the additional measures notified under this section.

(5) The Administration may, by notice published in a Notice to Mariners, vary or waive any measures imposed under this section for a period of time or in any specified circumstances.

(6) The Administration may issue a Notice to Mariners to notify mariners of areas in [Country] waters where vessels should not uptake ballast water due to known conditions including –

- (a) outbreaks, infestations or populations of harmful aquatic organisms and pathogens (such as toxic algal blooms) which are likely to be of relevance to ballast water uptake or discharge;
- (b) the location of sewage outfalls; or
- (c) tidal flushing which is poor, or if the tidal stream is known to be more turbid -

and such notices may include the precise coordinates of the area or areas, and the location of any alternative area or areas for the uptake of ballast water.

(7) The Administration shall notify the IMO and all potentially affected coastal States of any areas identified under subsection (6), and the time period such warning is likely to be in effect, and all such notifications shall include –

- (a) the precise co-ordinates of the area or areas;
- (b) the location of any alternative area or areas for the uptake of ballast water, if any; and
- (c) advice to vessels needing to uptake ballast water in the area, describing arrangements made for alternative supplies.

(8) The Administration shall also notify mariners, the IMO and any potentially affected coastal States when a warning given under subsection (6) is no longer applicable.

68. Sediment Reception Facilities

(1) All facilities for the reception and disposal of sediments at ports and any other location must be designed, constructed, managed and operated so as to effectively contain the sediments taken from vessels, and protect the environment and human health, and must –

- (a) comply with the requirements of this Act, the Convention and any requirements applied from time to time by the Administration; and

- (b) be open to inspection by officers of the Administration at any time; and
- (c) be designated for the purposes of Article 5 of the Convention.

(2) Regulations may be made under this Act to –

- (a) prescribe standards applying to any reception facility;
- (b) prescribe requirements for the operation of such reception facilities without causing undue delay to vessels, and to provide for the safe storage, treatment and disposal of sediments so as not to impair or damage the environment, human health, property or resources, or those of other States; and
- (c) make any other provision which is necessary for implementing the requirements of the Convention relating to reception facilities for ballast water or sediments.

69. Inspections and actions against vessels

(1) All vessels to which this Part applies are subject to inspection by authorised officers for the purpose of determining whether the vessel is in compliance with this Act and the Convention, and any such inspection may be conducted to -

- (a) verify that the vessel has a valid Certificate, and that it is kept on board;
- (b) confirm that ballast water record book is being carried and properly kept and maintained for the vessel; and
- (c) take samples of the vessel's ballast water for testing, but the time required to analyse the samples shall not be used as a basis for unduly delaying the operation, movement or departure of the vessel.

(2) Where a vessel does not carry a valid Certificate, or if there are grounds upon which an authorised officer believes that –

- (a) the condition of the vessel or its equipment is not in compliance with the Certificate; or
- (b) the master or the crew are not familiar with essential shipboard procedures relating to Ballast Water Management, or have not implemented such procedures -

the owner and master must permit a detailed inspection of the vessel to be carried out by the Administration, or cause such an inspection to be carried out in any manner required by the Administration.

(3) An authorised officer undertaking an inspection under subsection (2) may give directions to the owner or master of the vessel and take such steps as are necessary to ensure that the vessel does not discharge ballast water until it can do so without presenting a threat of harm to the environment, human health, property or resources.

(4) If a vessel is found to have contravened this Part, then in addition to any other powers under this Act or any other law, the Administration may –

- (a) issue a warning to the owner or master;
- (b) detain the vessel until it is made to comply with the requirements of this Part and the Convention, or rendered safe as required by this Part;
- (c) order that the vessel be excluded from [*country*] water, and from ports and off-shore facilities in those waters; or
- (d) grant permission to leave the port or offshore terminal for the purpose of discharging ballast water or proceeding to the nearest appropriate repair yard or reception facility, if the movement of the vessel does not present a threat of harm to the environment, human health, property or resources.

(5) If a sample of ballast water taken from a vessel indicates that the vessel poses a threat to the environment, human health, property or resources, the Administration may issue a notice to the vessel to prohibit any discharge of ballast water until the threat is removed.

(6) An authorised officer may also inspect a vessel when it enters port or an offshore terminal, if a request for an investigation is received from any State Party to the Convention, and the report of such investigation shall be sent to the State requesting it and to the competent authority of the maritime administration of the vessel concerned so that appropriate action may be taken.

(7) In the event that any action is taken in relation to a vessel under the authority of this section, the officer taking the action shall give written notice to the Administration of the vessel concerned, or if this is not possible, to the consul or diplomatic representative of the vessel concerned, of the action taken against it.

(8) The Administration shall also notify the vessel's next port of call of all relevant information about the violation.

(9) If the Administration exercises a power of detention arising from an alleged contravention of this Part, it shall authorise the release of the vessel if -

- (a) no proceedings for the offence in question are instituted within 3 working days including the day the vessel is detained;

- (b) the master or owner is not convicted in any such proceedings;
- (c) the sum of [US\$100,000] is lodged with the Administration by way of security;
- (d) where the master or owner is convicted of the offence, all fines, costs and expenses are paid in full in accordance with the court's order; or
- (e) the release is ordered by a court or tribunal referred to in Article 292 of the United Nations Convention on the Law of the Sea, 1982, and any bond or other financial security ordered by such a court or tribunal is posted.

(10) The Administration shall repay any sum paid in pursuance of subsection (9)(c) or release any security so given –

- (a) if no proceedings for the offence in question are instituted within 7 days beginning with the day on which the sum is paid; or
- (b) if such proceedings, having been instituted within that period, are concluded without the master or owner being convicted.

(11) Where security has been given, by any person in accordance with subsection (9)(c) and the master or owner is convicted of the offence in question, the sum so paid or the amount made available under the security shall be applied as follows -

- (a) first in payment of any costs or expenses ordered by the Court to be paid by the master or owner; and
- (b) next in payment of any fine imposed by the Court; and
- (c) and any balance shall be repaid to the person giving the security.

70. Offences against this Part

(1) The owner and master of a vessel to which this Part applies each have a duty to ensure that the vessel complies with the provisions of this Part, and are jointly and severally liable in relation to any breach.

(2) Any person who breaches any requirement under this Part, or who fails to comply with any notice, order or direction given by the Administration under the authority of this Part, commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]* or to imprisonment for a term of 6 months, or both.

(3) It shall be a defence for a person charged with a breach of subsection (1) or (2) to show that all reasonable precautions were taken and that he or she exercised all due diligence to avoid the commission of the offence.

(4) If a fine, or an order for the payment of costs or expenses, imposed by a Court in proceedings for an offence under this Part is not paid, the Court may, in addition to any other powers for enforcing payment, order the amount remaining unpaid to be levied by distress or arrest and sale of the vessel, or its tackle, furniture and apparel.

(5) In addition to imposing a fine upon conviction of a person under this Part, the court may order the person to pay compensation arising from any pollution caused by the commission of the offence, including the costs of responding to any such pollution.

71. Offences by vessels outside the jurisdiction

(1) In accordance with the requirement of the Convention, the Administration shall cooperate with a maritime administration of another Party in relation to proceedings against a vessel for a breach of the Convention in the jurisdiction of that Party.

(2) Regulations made under this Act may create offences for vessels which are not *[country]* vessels and which breach the requirements of the Convention in any jurisdiction, and for the procedures to be applied in relation to such offences.

PART 7 -DUMPING AND INCINERATION OF WASTES

72. General application of this Part

The principles and provisions of the London Convention as amended by the Protocol of 1996 relating thereto, the Waigani Convention relating to the dumping and incineration of wastes at sea, and the Noumea Dumping Protocol shall be applied in accordance with –

- (a) the provisions of any Act dealing with the management of wastes; or
- (b) in the absence of such an Act, in accordance with regulations made under this Act

73. Offences relating to disposing of wastes at sea

(1) The owner or master of any vessel from or on which wastes are –

- (a) dumped at sea otherwise than as permitted by this Act; or
- (b) incinerated at sea –

commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]*, or to a term of imprisonment not exceeding 2 years, or both.

(2) It shall be a defence to a prosecution taken under subsection (1) if the offender can prove that he or she had an authority issued under a relevant law that permitted the particular activity of dumping or incineration.

(3) The principal responsibility for enforcing the provisions of this Act, or any other law which regulates the dumping and incineration of wastes at sea shall lie with the Ministry responsible for the environment, but this shall not affect the validity of any prosecution duly taken for an offence against this section.

PART 8 - MISCELLANEOUS PROVISIONS

74. General offences and penalties

(1) A person who breaches any requirement, duty or obligation provided for in this Act, or any regulation or standard or code of conduct made or approved under this Act, for which no offence is stated or no penalty is provided for, commits an offence and shall be liable upon conviction to a fine not exceeding *[insert an appropriate fine]*.

(2) Where any offence against this Act continues for a period after the initial breach and no other penalty is provided elsewhere for the continuance of the offence, a person who commits that offence shall, in addition to any other liability, be liable upon conviction to a fine not exceeding *[insert an appropriate daily fine]* for every day during which the offence continues.

75. Recovery of fines by distress

(1) The Court may direct that a vessel or its equipment be sold, and that the proceeds of sale be applied to the payment of fines and costs awarded against any person convicted of an offence against this Act, if –

- (a) the person ordered to pay the fines or costs is the owner or master of the vessel; and
- (b) that person has failed or refused to pay the fine or costs, or any part of them within the time and in the manner –
 - (i) ordered by the court; or
 - (ii) applying by reason of any relevant law.

(2) The power provided for under subsection (1) is in addition to any other power that the Court may have to compel payment of the fine or costs, and shall apply notwithstanding the provisions of any other Act.

76. Approved forms and fees

(1) The Administration may prepare, approve and publish any form to be used in relation to any requirement applying under this Act.

(2) The Minister may approve any fee to be paid to the Administration for anything done by it in accordance with this Act, if no such fee has been prescribed by regulations.

77. Regulations

(1) Regulations may be made under this Act for any purpose which is necessary or expedient for the purpose of giving effect to this Act or the provisions of any Convention to which this Act applies.

(2) Without limiting the generality of subsection (1), Regulations may make provision in relation to –

- (a) requirements applying to vessels so as to apply the provisions of any applicable Convention to which this Act applies;
- (b) marine pollution prevention measures and requirements;
- (c) any other measures to prevent the discharge of harmful aquatic organisms or pathogens;
- (d) the provision, management and utilisation of waste reception facilities for vessels, and any other matter associated with the discharge or disposal of wastes from vessels;
- (e) the provision, management and utilisation of equipment necessary to respond to marine pollution incidents from any vessel or relevant land-based facility;
- (f) the consideration and granting of Discharge Permits under section 14;
- (g) the duties to report discharges or pollution incidents;
- (h) the duties to keep records for any purpose associated with the implementation of this Act, and for the production of such records;
- (i) further powers to be exercised by persons appointed to undertake investigations or inspections under this Act;
- (j) the preparation and enforcement of any aspect of the NATPLAN;
- (k) any additional responsibilities of any Committee established under this Act;

- (l) any matter which may facilitate regional cooperation in relation to marine pollution prevention, preparedness or response;
- (m) additional powers and functions of the On-scene Commander under this Act;
- (n) additional powers and procedures to recover marine pollution levies and other charges imposed under this Act;
- (o) additional powers to be exercised in the event of a marine casualty;
- (p) any procedure and power relating to making or responding to any request for assistance in accordance with any Convention to which this Act applies;
- (q) additional requirements relating to the insurance or other financial securities required to be held by [*country*] ships, and other vessels in [*country*] waters, and in relation to bunkers; and
- (r) any matter associated with the certificates required under this Act relating to the requirements for vessels to have insurance or other financial security.

78. Standards and Codes of Practice

The Administration may approve and publish Standards and Codes of Practice to ensure the effective implementation of this Act and any Convention to which this Act applies, and which relate to -

- (a) design requirements applying to vessels or anything used in connection with the operation of a vessel so as to apply the provisions of any applicable Convention to which these Regulations apply;
- (b) the nature, specifications or capabilities of any pollution prevention equipment which must be carried on board vessels, or which must otherwise be available to respond to a marine pollution incident;
- (c) operations and operational requirements applying to vessels so as to apply the provisions of any applicable Convention to which these Regulations apply;
- (d) the nature, scope and extent of plans and operational measures to prevent the discharge of harmful aquatic organisms or pathogens from ballast waters, or by any other activity;

- (e) operational aspects of hull scraping and cleaning, and other aspects of vessel cleaning operations;
- (f) specifications and operational standards for waste reception facilities at ports, and any other matter associated with the discharge or disposal of wastes from vessels;
- (g) specifications and operational capabilities of equipment necessary to respond to marine pollution incidents from any vessel or relevant land-based facility; and
- (h) the nature, scope and procedure for keeping and maintaining records for any purpose associated with the implementation of these Regulations.