

South Australia

Protection of Marine Waters (Prevention of Pollution from Ships) Regulations 2001

under the *Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987*

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Legislative history

Part 1—Preliminary

1—Short title

These regulations may be cited as the *Protection of Marine Waters (Prevention of Pollution from Ships) Regulations 2001*.

2—Commencement

These regulations will come into operation four months after the day on which they are made (see *Subordinate Legislation Act 1978* section 10AA).

3—Revocation

The *Pollution of Waters by Oil and Noxious Substances Regulations 1990* (see *Gazette 1.11.1990 p1386*) are revoked.

4—Interpretation

In these regulations, unless the contrary intention appears—

Act means the *Protection of Marine Waters (Prevention of Pollution from Ships) Act 1987*;

Department means the Department of Transport, Urban Planning and the Arts;

IMO means the International Maritime Organization;

Manager means the Marine Environment and Safety Operations Manager of Transport SA;

relevant commencement date means 1 December 1990.

Part 2—Pollution by oil or noxious substances

5—Prescribed officers

- (1) The Manager and each port manager are prescribed officers for the purposes of sections 8(2) and 18(2) of the Act.
- (2) For the purposes of sections 13(3) and (4) and 23(5) and (6) of the Act, the Manager is a prescribed officer.
- (3) For the purposes of section 18(6), (7), (8) and (9) of the Act, the Manager is a prescribed officer.

6—Oil record book

- (1) An oil tanker to which section 11 of the Act applies must carry an oil record book in the form set out in Part I and the form set out in Part II of Appendix III to Annex I of the 1978 Protocol as in force at the relevant commencement date.
- (2) A ship (other than an oil tanker) to which section 11 of the Act applies must carry an oil record book in the form set out in Part I of Appendix III to Annex I of the 1978 Protocol as in force at the relevant commencement date.

7—Matters to be recorded in an oil record book

- (1) For the purposes of section 11(5) of the Act—
 - (a) each of the following operations (being a machinery space operation) is a prescribed operation in relation to a ship (including an oil tanker):
 - (i) the ballasting or cleaning of an oil fuel tank;
 - (ii) a discharge of dirty ballast or cleaning water from an oil fuel tank;
 - (iii) a disposal of oil residues (sludge);
 - (iv) a discharge overboard or other disposal of bilge water that has accumulated in any machinery space; and
 - (b) each of the following operations (being a cargo or a ballast operation) is a prescribed operation in relation to an oil tanker:
 - (i) the loading of oil cargo;
 - (ii) an internal transfer of oil cargo during a voyage or in port;
 - (iii) the unloading of oil cargo;
 - (iv) the ballasting of a cargo tank or a dedicated clean ballast tank;
 - (v) the cleaning of a cargo tank (including crude oil washing);
 - (vi) a discharge of ballast from a tank other than a segregated ballast tank;
 - (vii) a discharge of water from a slop tank;
 - (viii) the closing, after an operation referred to in subparagraph (vii), of all applicable valves or similar devices;
 - (ix) the closing, after an operation referred to in subparagraph (vii), of valves necessary for the isolation of a dedicated clean ballast tank from cargo and stripping lines;
 - (x) a disposal of residues.
- (2) For the purposes of section 11(5) of the Act, each of the following occurrences is a prescribed occurrence in relation to a ship (including an oil tanker):
 - (a) the discharge into the sea of oil or an oily mixture from the ship for the purpose of—
 - (i) securing the safety of the ship; or
 - (ii) saving life at sea;

- (b) the discharge into the sea of oil or an oily mixture in consequence of damage to the ship or its equipment;
- (c) the discharge into the sea of substances containing oil for the purpose of combating specific pollution incidents;
- (d) the failure of the ship's oil discharge monitoring and control system;
- (e) the discharge into the sea of oil or an oily mixture, being—
 - (i) a discharge for an exceptional purpose other than a purpose referred to in paragraph (a) or (c); or
 - (ii) an accidental discharge other than a discharge referred to in paragraph (b).

8—Cargo record book

For the purposes of section 21 of the Act, the prescribed form of cargo record is the form set out in Appendix IV to Annex II of the 1978 Protocol as in force at the relevant commencement date.

9—Matters to be recorded in a cargo record book

- (1) For the purposes of section 21(5) of the Act, each of the following operations is a prescribed operation in relation to a ship:
 - (a) the loading of cargo;
 - (b) an internal transfer of cargo during a voyage or in port;
 - (c) the unloading of cargo;
 - (d) the ballasting of a cargo tank;
 - (e) the cleaning of a cargo tank;
 - (f) a discharge of ballast from a cargo tank;
 - (g) a disposal of residues to a reception facility;
 - (h) the discharge of a noxious liquid substance, or of a mixture containing such a substance, into the sea in accordance with Regulation 5 of Annex II to the Convention;
 - (i) the removal by ventilation procedures of cargo residues from a tank in accordance with Regulation 5 of Annex II to the Convention.
- (2) For the purposes of section 21(5) of the Act, each of the following occurrences is a prescribed occurrence in relation to a ship:
 - (a) the discharge into the sea of a noxious liquid substance, or of a mixture containing such a substance, for the purpose of—
 - (i) securing the safety of the ship; or
 - (ii) saving life at sea;
 - (b) the discharge into the sea of a noxious liquid substance, or of a mixture containing such a substance, in consequence of damage to the ship or its equipment;

- (c) the discharge into the sea of a noxious liquid substance, or of a mixture containing such a substance, being—
 - (i) a discharge for an exceptional purpose other than a purpose referred to in paragraph (a); or
 - (ii) an accidental discharge other than a discharge referred to in paragraph (b).

10—Regulation 8 of Annex II to have the force of law

- (1) Pursuant to section 24 of the Act, the provisions of Regulation 8 of Annex II to the Convention, other than paragraph (1) of that Regulation, apply to, and in relation to, the washing of a tank of a ship from which a noxious liquid substance has been unloaded.
- (2) A person who is a licensed surveyor under the *Harbors and Navigation Act 1993* or who is otherwise authorised to issue certificates of survey under that Act is, by virtue of this subregulation, a surveyor authorised for the purpose of implementing Regulation 8 of Annex II to the Convention.
- (3) If a tank of a ship from which a noxious liquid substance has been unloaded is not washed in accordance with whichever of the provisions of Regulation 8 of Annex II to the Convention is applicable to the tank, having regard to—
 - (a) whether the substance unloaded from the tank is a Category A, Category B, Category C or Category D substance; and
 - (b) whether the tank has been unloaded in a Special Area or an area other than a Special Area,the master of the ship is guilty of an offence.
Maximum penalty: \$5 000.
- (4) In the application of Regulation 8 of Annex II to the Convention to, or in relation to, the washing of a tank of a ship—
 - (a) a reference to the receiving Party will be taken as a reference to Australia or to the State; and
 - (b) a reference to the Administration will be taken as a reference to the Manager; and
 - (c) a reference to the surveyor (however described) will be taken as a reference to a surveyor authorised under subregulation (2).
- (5) A surveyor referred to in subregulation (2) must, in the exercise of any power or the performance of any function for the purpose of implementing Regulation 8 of Annex II to the Convention, comply with any control procedures developed by the IMO.
- (6) An exemption referred to in paragraph (2)(b), (5)(b), (6)(b) or (7)(c) of Regulation 8 of Annex II to the Convention may only be granted to a ship engaged in voyages to ports or terminals under the jurisdiction of States, other than Australia, that are parties to the Convention and, on such an exemption being granted to a ship, the appropriate entry made in the ship's cargo record book must be endorsed by a surveyor.

Part 3—Pollution by packaged harmful substances

11—Interpretation

- (1) Unless the contrary intention appears, an expression that is used in this Part and in Annex III to the Convention (whether or not a particular meaning is assigned to it by that Annex) has, in this Part, the same meaning as in that Annex.
- (2) For the purposes of this Part—
cargo does not include a ship's stores or equipment.

12—Purpose

This Part—

- (a) gives effect to regulations 1 to 6 of Annex III to the Convention; and
- (b) prescribes matters for the purposes of Part 3AA of the Act.

13—Carriage of harmful substance

If a harmful substance is carried by sea as cargo in packaged form in contravention of these regulations, the master and the owner of the ship are each guilty of an offence.

Maximum penalty:

- (a) if the offender is a natural person—\$8 000 or imprisonment for one year; or
- (b) if the offender is a body corporate—\$20 000.

14—Packaging and marking of harmful substance

- (1) A harmful substance carried by sea as cargo in packaged form must be packaged in accordance with the IMDG Code.
- (2) The package must be marked or labelled—
 - (a) to indicate that the substance is a marine pollutant; and
 - (b) with the correct technical name of the harmful substance; and
 - (c) with the trade name (if any) of the substance.
- (3) The marking or labelling of the package must be sufficiently durable so as to be legible after immersion in the sea for a period of three months.
- (4) A package containing a harmful substance that is exempted from the marking requirements of the IMDG Code on the grounds that it contains only a small quantity of the harmful substance, is exempt from the marking requirements of this regulation.

15—Stowage

A harmful substance carried by sea as cargo in packaged form, and any package containing residue of a harmful substance, must be stowed and secured on the ship in accordance with the IMDG Code.

16—Quantity limitations

The quantity of a harmful substance that is carried by sea as cargo in packaged form must not exceed the quantity limitation for the particular substance specified by the IMDG Code.

17—Documents relating to carriage of harmful substance

If a ship is carrying a harmful substance by sea as cargo in packaged form the following provisions apply:

- (a) any document relating to the carriage of the harmful substance must state that the substance being carried is a marine pollutant and the correct technical name of the substance;
- (b) the shipping documents supplied by the shipper must include a signed certificate or declaration that the harmful substance is packaged and marked or labelled in accordance with these regulations;
- (c) a list or stowage plan detailing the location of the harmful substance on the ship must be carried on the ship;
- (d) where the harmful substance is loaded in this State, a copy of the list or stowage plan detailing the location of the harmful substance on the ship must—
 - (i) be retained on shore by the owner of the ship, or his or her representative, until the substance is unloaded; and
 - (ii) be deposited with the port manager prior to the departure of the ship.

18—Washing substances overboard

For the purposes of section 24AAB of the Act, a substance is taken to have been washed overboard in accordance with the regulations if the manner of disposal is the most appropriate having regard to the physical, chemical and biological properties of the substance.

Part 4—Pollution by garbage

19—Interpretation

Unless the contrary intention appears, an expression that is used in this Part and in Annex V to the Convention (whether or not a particular meaning is assigned to it by that Annex) has, in this Part, the same meaning as in that Annex.

20—Placards

- (1) A ship of 12 metres in length or more must display placards informing the crew and passengers of the garbage disposal requirements of section 24AAD of the Act.
- (2) If placards are not displayed on a ship in accordance with subregulation (1), the master and the owner of the ship are each guilty of an offence.

Maximum penalty:

- (a) if the offender is a natural person—\$2 000; or
- (b) if the offender is a body corporate—\$5 000.

21—Garbage management plan

- (1) This regulation applies to the following ships while they are in State waters:
 - (a) a ship of 400 tons gross tonnage or more;
 - (b) a ship certified to carry 15 or more passengers and crew.
- (2) If a garbage management plan conforming to the requirements of subregulation (3) is not carried, and implemented, on a ship to which this regulation applies, the master and the owner of the ship are each guilty of an offence.

Maximum penalty:

- (a) if the offender is a natural person—\$2 000; or
 - (b) if the offender is a body corporate—\$5 000.
- (3) A garbage management plan must—
 - (a) provide written procedures for the collection, storage, processing and disposing of garbage, including procedures for the use of the garbage disposal equipment on board; and
 - (b) designate a person to be responsible for ensuring the plan is followed; and
 - (c) be in accordance with the guidelines developed by the IMO.

22—Garbage record book

- (1) This regulation applies to the following ships while they are in State waters:
 - (a) a ship of 400 tons gross tonnage or more;
 - (b) a ship certified to carry 15 or more passengers and crew.
- (2) If a garbage record book, in the form specified in Schedule 2, is not carried at all times on a ship to which this regulation applies, the master and the owner of the ship are each guilty of an offence.

Maximum penalty:

- (a) if the offender is a natural person—\$2 000; or
 - (b) if the offender is a body corporate—\$5 000.
- (3) The person responsible for overseeing a discharge of garbage from a ship to which this regulation applies or for an incineration of garbage on board such a ship must, on completion of the discharge operation or incineration, record in the ship's garbage record book—
 - (a) the date and time of the discharge operation or incineration; and
 - (b) the position of the ship at the time of the discharge operation or incineration; and
 - (c) a description, and the estimated amount, of the garbage discharged or incinerated,

and sign the entry in the garbage record book.

Maximum penalty: \$2 000.

- (4) Where the disposal, escape or accidental loss of garbage from a ship to which this regulation applies occurs in a situation referred to in section 24AAD(2)(a), (b) or (c) of the Act, an entry must be made in the ship's garbage record book, by the master of the ship, of the circumstances of, and the reasons for, the disposal, escape or accidental loss.
- Maximum penalty: \$2 000.
- (5) The master of a ship to which this regulation applies must—
- (a) sign each completed page of the ship's garbage record book; and
 - (b) ensure the garbage record book is kept on board the ship and is available at all times for inspection.
- Maximum penalty: \$2 000.
- (6) The owner of a ship to which this regulation applies must keep the ship's garbage record book for a period of two years after the date of the final entry in the book.
- Maximum penalty: \$2 000.

Part 5—Reporting requirements

23—Notification of discharges

- (1) For the purposes of section 25A(1) and (3) of the Act, a prescribed incident must be notified to the Manager by means of a telephone message, a telex message, a radio message or a facsimile message—
- (a) conveyed through the Port Adelaide Signal Station of the operator of the port of Port Adelaide or the office of a prescribed officer and containing the name, radio call sign (if any) and position of the ship concerned followed by the name of the person notifying the incident; or
 - (b) conveyed through the Australian Search and Rescue Centre of the Australian Maritime Safety Authority and commencing with the code letters POLREP and containing the name, radio call sign (if any) and position of the ship concerned followed by the name of the person notifying the incident.
- (2) For the purposes of section 25A(6) and (7) of the Act, a report in relation to a prescribed incident must be furnished to the Manager—
- (a) within 24 hours of receipt of a request for a report or within such further time as the Manager may allow; and
 - (b) in the form set out in Schedule 1.

24—Discharge reports occurring other than from ships

- (1) For the purposes of section 27(2) of the Act, a report must be furnished to the Minister in relation to the occurrence within 24 hours after receipt of a request for a report, or within such further time as the Minister may allow.
- (2) For the purposes of section 27(2) of the Act the form set out in Schedule 1 is the prescribed form.

Part 6—Miscellaneous

25—Minister may make orders

The Minister may, by instrument in writing, make orders for and in relation to—

- (a) giving effect to Annexes I, II, III and V to the Convention, other than provisions of those Annexes to which effect is given by a provision of the Act or these regulations; and
- (b) giving effect to Article 8 of, and Protocol I to, the Convention, other than provisions of that Article or Protocol to which effect is given by a provision of the Act or these regulations; and
- (c) the fixing of fees to be paid in respect of any matters under any such orders.

26—Fee for deposit of oil record book or cargo record book

A fee of \$40.00 is payable by the owner of a ship for—

- (a) the deposit of an oil record book of the ship in accordance with section 13(4) of the Act; or
- (b) the deposit of a cargo record book of the ship in accordance with section 23(6) of the Act.

27—Exemptions

- (1) For the purposes of section 41(1)(h) of the Act, each of the following classes of ships is exempt from the provisions of the Act and these regulations:
 - (a) ships belonging to an arm of the Defence Forces of Australia or to the naval, military or air forces of another country;
 - (b) ships (other than a vessel belonging to an arm of the Defence Forces of Australia or to the naval, military or air forces of another country) that are owned or operated by a State other than Australia and used, for the time being, only on government non-commercial service.
- (2) In subregulation (1)(b)—

State has the same meaning as in the Convention.

Schedule 1—Discharge report

(Details below are to be provided only if applicable or requested by the Minister or Director)

- 1 Name, radio call-sign, position and flag of ship or position of discharge and place on land/purpose-built pipeline/apparatus.
.....
- 2 Frequency or frequencies or radio channel or channels guarded.
.....
- 3 Name, address, telex and telephone number of principal place of business of owner.
.....
- 4 Name, address, telex and telephone number of principal place of business of—
(a) the charterer, manager or operator of the ship; or
(b) the agent in Australia of the charterer, manager or operator of the ship.
.....
- 5 Type of ship (eg oil tanker, chemical tanker, dry cargo ship) and gross tonnage.
.....
- 6 Date and time (state whether UTC, CST or Daylight Saving CST) of the occurrence of the incident.
.....
- 7 Brief description of the incident, including any damage sustained.
.....
- 8 The position, course and speed of the ship at the time of the incident.
.....
- 9 The technical name (or, where the technical name is not known, the trade name), UN number, Classification in the International Maritime Dangerous Goods (IMDG) Code (where applicable), name of the manufacturer, quantity and concentration, of the harmful substance discharged, or likely to be discharged, into the sea.
.....
- 10 Type and quantity of cargo carried, including details of harmful substances carried.
.....
- 11 Condition of the ship.
.....
- 12 Ability to transfer cargo and ballast.
.....
- 13 Cause of the discharge.
.....
- 14 Whether the discharge is continuing and the approximate quantity discharged.
.....
- 15 Weather, sea and current conditions in the vicinity of the discharge.
.....
- 16 Estimate of the discharge movement and the surface area of the discharge.
.....
- 17 Actions being taken with regard to the discharge and the movement of any ship.
.....
- 18 Assistance which has been requested from or which has been provided by others.
.....

Schedule 2—Garbage record book

Name of ship:.....

Distinctive number or letters:

IMO No:

Port of Registry:

Period: From:..... To:

Note—

Every ship of 400 tons gross tonnage and above and every ship which is certified to carry 15 persons or more, engaged in voyages to ports or offshore terminals under the jurisdiction of other Parties to the Convention and every fixed and floating platform engaged in exploration and exploitation of the sea-bed, must carry a Garbage Record Book.

Introduction

In accordance with Regulation 9 of Annex V of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 (MARPOL 73/78) a record is to be kept of each discharge operation or completed incineration. This includes discharges at sea, to reception facilities, or to other ships.

Garbage and garbage management

Garbage includes all kinds of food, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the vessel and liable to be disposed of continuously or periodically except those substances which are defined or listed in other annexes to MARPOL 73/78 (such as oil, sewage or noxious liquid substances).

The Guidelines for the Implementation of Annex V of MARPOL 73/78 should also be referred to for relevant information.

Description of the garbage

The garbage is to be grouped into categories for the purposes of this record book as follows:

- 1 Plastics¹
- 2 Floating dunnage, lining, or packing material
- 3 Ground-down paper products, rags, glass, metal, bottles, crockery, etc
- 4 Paper products, rags, glass, metal, bottles, crockery, etc
- 5 Food waste
- 6 Incinerator ash.

¹Note that the disposal of plastics into the sea is prohibited.

Entries in the garbage record book

1 Entries in the Garbage Record Book must be made on each of the following occasions:

- (a) When garbage is discharged into the sea:
 - (i) Date and time of discharge
 - (ii) Position of the ship (latitude and longitude)
 - (iii) Category of garbage discharged
 - (iv) Estimated amount discharged for each category in m³
 - (v) Signature of the officer in charge of the operation.

- (b) When garbage is discharged to reception facilities ashore or to other ships:
 - (i) Date and time of discharge
 - (ii) Port or facility, or name of ship
 - (iii) Category of garbage discharged
 - (iv) Estimated amount discharged for each category in m³
 - (v) Signature of the officer in charge of the operation.

- (c) When garbage is incinerated:
 - (i) Date and time of start and stop of incineration
 - (ii) Position of the ship (latitude and longitude)
 - (iii) Estimated amount incinerated in m³
 - (iv) Signature of the officer in charge of the operation.

- (d) Accidental or other exceptional discharges of garbage
 - (i) Time of occurrence
 - (ii) Port or position of the ship at time of occurrence
 - (iii) Estimated amount and category of garbage
 - (iv) Circumstances of disposal, escape or loss, the reason therefore and general remarks.

2 Receipts

The master should obtain from the operator of port reception facilities, or from the master of the ship receiving the garbage, a receipt or certificate specifying the estimated amount of garbage transferred. The receipts or certificates must be kept on board the ship with the Garbage Record Book for two years.

3 Amount of garbage

The amount of garbage on board should be estimated in m³, if possible separately according to category. The Garbage Record Book contains many references to estimated amount of garbage. It is recognised that the accuracy of estimating amounts of garbage is left to interpretation. Volume estimates will differ before and after processing. Some processing procedures may not allow for a useable estimate of volume, eg the continuous processing of food waste. Such factors should be taken into consideration when making and interpreting entries made in a record.

Protection of Marine Waters (Prevention of Pollution from Ships) Regulations 2001—29.3.2002 to 31.1.2010
 Schedule 2—Garbage record book

Record of garbage discharges

Note—

The discharge of any garbage other than food waste is prohibited in special areas*

Name of Ship	Distinctive Number or Letters	BMD No.
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Date/Time	Position of Ship (longitude and latitude)	Estimated Amount Discharged into the Sea (m ³) (only garbage discharged into the sea must be categorised)					Estimated Amount Discharged to Reception Facilities or to other Ship (m ³)		Estimated Amount Incinerated (m ³)	Certification Signature
		*Cat.2	*Cat.3	*Cat.4	*Cat.5	*Cat.6	*Cat.1	Other		
Master's Signature									Date	

*Special areas under Annex V of MARPOL 73/78 are:
 - the Mediterranean Sea area - the Baltic Sea area - the Black Sea area
 - the Red Sea area - the Gulf area - the North Sea area - the Arctic area
 - the wider Caribbean Region, including the Gulf of Mexico and the Caribbean Sea

*The relevant categories are as follows:
 1 Plastics
 2 Floating dunnage, lashing, or packing material
 3 Ground-down paper products, rags, glass, metal, bottles, crockery, etc
 4 Paper products, rags, glass, metal, bottles, crockery, etc
 5 Food waste
 6 Incinerator ash

Legislative history

Notes

- Variations of this version that are uncommenced are not incorporated into the text.
- For further information relating to the Act and subordinate legislation made under the Act see the Index of South Australian Statutes or www.legislation.sa.gov.au.

Principal regulations and variations

New entries appear in bold.

Year	No	Reference	Commencement
2001	246	<i>Gazette 29.11.2001 p5229</i>	29.3.2002: r 2
2010	11	<i>Gazette 28.1.2010 p356</i>	Pt 14 (r 16)—1.2.2010: r 2