

PETROLEUM (IMPORTATION, STORAGE AND SALE)

LEGAL NOTICE 54 of 1965

PETROLEUM SHIPS (EXTENSION) ORDER, 1965

In exercise of the powers conferred by section 11 of the Petroleum (Importation, Storage and Sale) Ordinance (Chapter 25) the Honourable Minister for Industrial Development and Tourism has made the following order.

(2nd October, 1965)

Amended by Legal Notices: 57 of 1972, 149 of 1989 and 32 of 1992

Citation

1. The order may be cited as the Petroleum Ships (Extension) Order, 1965.

Extension of the Petroleum (Importation, Storage and Sale) Ordinance and of the Petroleum Ships Regulations 1965.

2. Subject to the variations hereinafter contained the provisions of the Petroleum (Importation, Storage and Sale) Ordinance and of the Petroleum Ships Regulations, 1965, shall apply to the extent that they are applicable to ships having discharged dangerous or ordinary petroleum if the holds, tanks and pipe-lines of any such ship have not been certificated gas free whether with or without ballast water, and the provisions of the said regulations which govern the loading and discharging of dangerous petroleum shall apply to the loading and discharging of ballast water.

Tank cleaning and gas freeing appointed berths, etc.
Substituted by L.N. 57 of 1972, L.N. 47 of 1982
Amended by L.N. 149 of 1989

3. (1) Notwithstanding the provisions of regulation 18 of the Petroleum Ships Regulations, 1965, ships carrying or having carried dangerous petroleum or ordinary petroleum and which have not been certified gas free whether with or without ballast water may:

- (a) unless expressly prohibited by the Director of Ports, enter the Grand Harbour with all hatch lids closed solely for the purpose of proceeding to a berth approved by the said Director for slop/petroleum transfer, to or from the tank cleaning station, and/or for tank cleaning and gas freeing; or
- (b) with the special permission of the Director, enter the Grand Harbour for repairs in an inert condition under such conditions as the director may impose.

(2) For the purposes of this article:

“inert condition” means that the oxygen content of the atmosphere throughout a tank or enclosed space has been reduced to 8% or less by volume, by the addition of inert gas; and

“inert gas” means nitrogen, carbon dioxide or a mixture of gases including flue gases containing insufficient oxygen to support the combustion of hydrocarbons.

(3) The owners of the ship, the master and the repairers shall be jointly responsible for ensuring compliance with any conditions that the Director may impose.