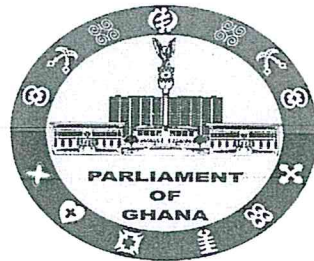


**IN THE FOURTH SESSION OF THE
SIXTH PARLIAMENT OF THE FOURTH
REPUBLIC OF GHANA**



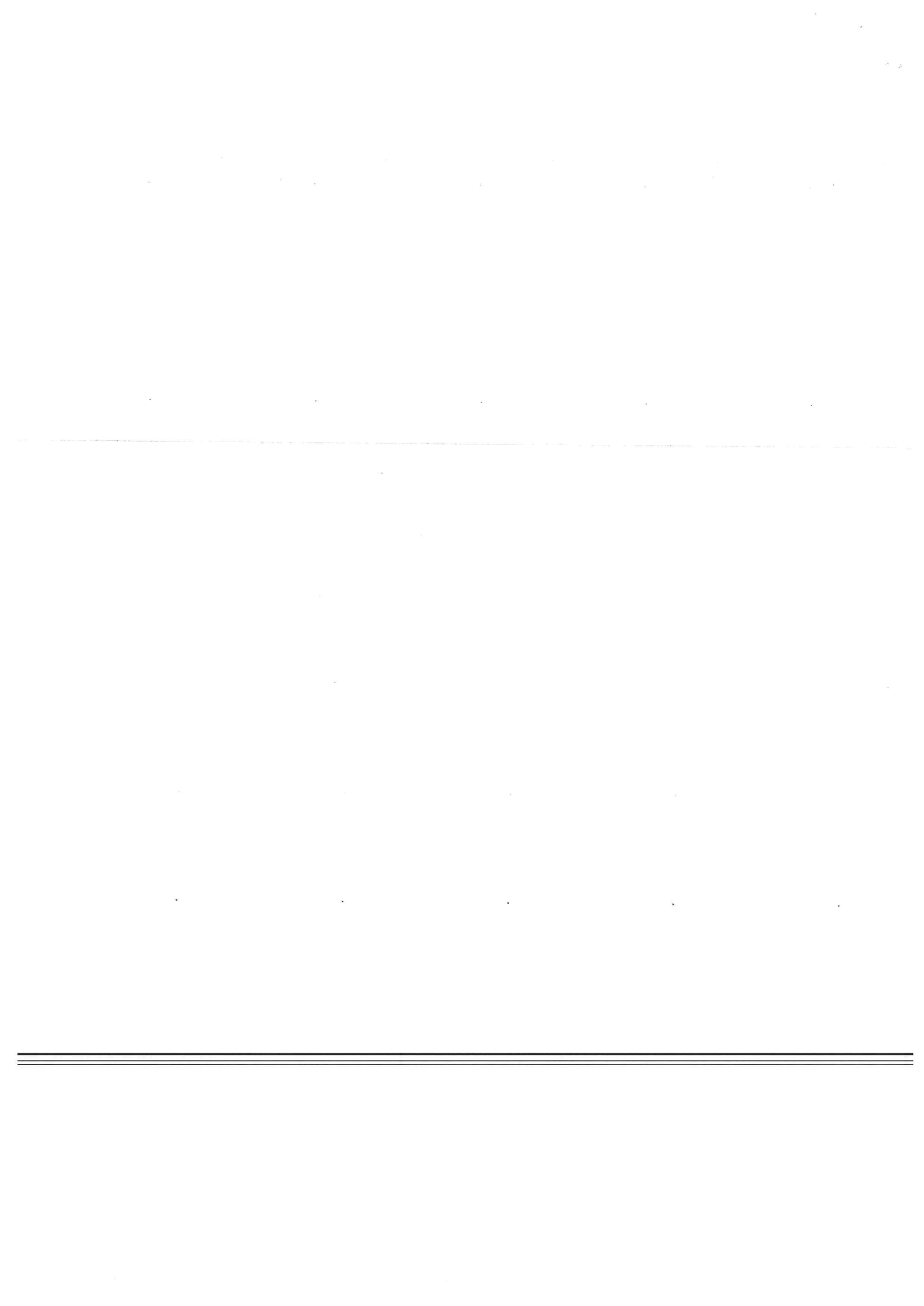
**REPORT OF THE COMMITTEE ON
ROADS AND TRANSPORT**

ON THE

MARITIME POLLUTION BILL, 2015

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18TH FEBRUARY, 2016



REPORT OF THE COMMITTEE ON ROADS AND TRANSPORT ON THE MARITIME POLLUTION BILL, 2015

1.0 INTRODUCTION

1.1 The Maritime Pollution Bill, 2015 was presented to Parliament and read the First Time on Friday, 18th December, 2015. In accordance with Article 106 (4) and (5) of the Constitution and Order 189 of the Standing Orders of the House, the Rt. Hon. Speaker referred the Bill to the Committee on Roads and Transport for consideration and report.

1.2 During the consideration of the Bill, the Committee was assisted by the Deputy Minister for Transport, the Chief Director and a number of officials from the Ministry of Transport, the Ghana Maritime Authority and the Ministry of Justice and Attorney-General who provided extensive information on aspects of the Bill under reference.

1.3 The Committee acknowledges the invaluable contributions of the officials who attended upon it, in particular, the Deputy Minister for Transport, Mrs. Joyce Bawa Mogtari, the Chief Director of the Sector Ministry, Mr. T.A. Selby, Mrs. Azara Prempeh, Director of the Legal Department of the Ghana Maritime Authority (GMA) and Captain Paapa Asuako-Owiredu, Deputy Director, Maritime Security, Search and Rescue Department of the Ghana Maritime Authority.

2.0 REFERENCE DOCUMENTS

2.1 In the course of the Committee's work, references were made to the following documents:

- i. The 1992 Constitution of Ghana,

- ii. The Standing Orders of Parliament of Ghana,
- iii. The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78),
- iv. The 1996 Protocol to the Convention on the Prevention of Marine Pollution by the Dumping of Waste and Other Matter at Sea (London Convention), 1972,
- v. Oil in Navigable Waters Act, 1964 (Act 235),
- vi. International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990,
- vii. The 1973 Protocol to the International Convention Relating to the Intervention on High Seas in Cases of Oil Pollution Casualties, 1969,
- viii. International Convention on Civil Liability for Oil Pollution Damage (CLC); and
- ix. The International Fund for Compensation for Oil Pollution Damage (IOPC Fund) 1992.

3.0 BACKGROUND INFORMATION

3.1 Ghana's marine environment is a major natural resource which sustains the country's socio-economic development and the livelihood of a large number of Ghanaians. Indeed, the country's marine environment aside providing the food and protein needs of the population, facilitates tourism, commerce/economic development through the exploitation and sale of crude oil. It also provides transportation of goods and services between Ghana and the larger world thereby generating employment and revenue.

3.2 It is not far-fetched to also indicate that the influences of the marine environment

have a moderating effect on the country's atmospheric temperature and rainfall

pattern along the coast and the innermost parts of the country which invariably, impact largely on agriculture/ food production.

- 3.3 The global quest for economic development coupled with great strides in technological development have unfortunately brought in their wake, the pollution of the marine environment worldwide from human and industrial activities.
- 3.4 Pollution of the marine environment comes from both land and maritime based sources. Land surface runoffs from septic tanks, motor vehicular engine drops onto roads and parking lots, agricultural activities mostly fertilisers and pesticides, untreated industrial and human waste, dumping of plastic waste and indiscriminate defecation on beaches are some of the land based sources of marine pollution.
- 3.5 While offshore oil exploitation and maritime transportation by vessels also contribute to marine pollution through oil leakages, discharges of ballast water, dumping of toxic wastes (radioactive materials etc) and oil spills dispersing huge crude and other hydrocarbons into the marine and coastal environments are some of the sources of the maritime based pollution and destruction of the marine ecosystem. According to Professor John Warren Kindt in his book "The Marine Pollution and the Law of the Sea", marine vessel source pollution alone has been estimated to comprise up to 40% of marine pollution.
- 3.6 Given the huge importance of the marine environment as earlier stated, the wanton pollution and destruction of such a natural resource especially within Ghana's maritime domain cannot be glossed over. It is against this background that Ghana, being a party to the United Nations Convention on the Law of the Sea, 1982 (UNCLOS) has joined the global effort aimed at preserving the marine environment from pollution. Importantly, Ghana has signed and ratified several International Maritime Organisation (IMO) Conventions which mandates the country to

domesticate the international conventions for regulating the safety, security and protection of the marine environment.

- 3.7 The Maritime Pollution Bill essentially seeks to develop a regulatory framework to control the activities of marine vessels and associated platforms which are sources of maritime pollution.

4.0 OBJECTIVE OF THE BILL

- 4.1 The objective of the Bill is to protect the marine environment within Ghana's maritime jurisdiction from indiscriminate pollution through Maritime activities.

5.0 OBSERVATIONS

- 5.1 The Committee noted that currently, Ghana does not have an effective regulatory framework dealing with major oil spills from maritime activities. It must be noted that, with the expansion of the national economy and the resultant increment in international trade and the oil discoveries made in the Deepwater Tano and Cape Three Points areas which are all offshore, the volume of maritime vessel traffic is expected to increase significantly. The afore-mentioned developments have the tendency of increasing Ghana's vulnerability to marine and atmospheric pollution, dumping of waste, marine accidents, oil spills among others.

- 5.2 Ghana has so far not experienced a major oil spill from marine vessels and activities from the production of offshore oil. The worst of such kind in the country's history so far was in November, 2011 when a large quantity of oil believed to have been spilled by an oil exploration company was sighted along the coast in the Ahanta West District in the Western region. The spillage, which covered a large area in the sea was detected by communities along the coast as it gradually moved

towards the shore. The spillage denied many of the residents and tourists access to the beaches while many fishes and other marine mammals were affected.

5.3 The process for oil spillage response as well as facilities for the treatment and disposal of oil and hazardous wastes were inadequate or not available. This gave an indication that the existing Oil in Navigable Waters Act, 1964 (Act 235) which was passed before the discovery and commercial exploitation of Ghana's Offshore Oil fields cannot adequately provide the requisite regulatory framework at protecting the country's marine environment from maritime pollution.

5.4 The Maritime Pollution Bill, 2015 consolidates six major international marine pollution conventions and when passed into law, could adequately address issues in the under listed three thematic areas:

- i. Prevention and control of marine pollution,
- ii. Preparedness and response to marine pollution incidents; and
- iii. Liability and compensation for marine pollution incidents.

5.5 Indeed, under the thematic area on the "Prevention and Control of Marine Pollution", measures to be taken to prevent indiscriminate disposal of waste at sea are informed by best international practices stated in the following international conventions:

- The 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Waste and other Matter (London Convention) and
- The International Convention for the Prevention of Pollution from Ships (MARPOL 73/78).

5.6 It was noted that the role of the regulatory authority (Ghana Maritime Authority) at ensuring the seaworthiness of vessels to prevent pollution, assessing the potential

effects of activities likely to cause marine pollution and monitoring the risks and effects of pollution with the Environmental Protection Agency (EPA) and other relevant agencies are clearly spelt out in the Bill.

- 5.7 Clear procedures have been stated in the Bill for surveys and additional measures required by the various applicable international instruments to be carried out by nominated surveyors and recognised institutions on Ghanaian flag vessels. Further, the Bill provides the regulatory framework for the inspection of foreign vessels calling at Ghanaian ports and terminals.
- 5.8 Regarding the thematic area of Preparedness and Response to Pollution Incidents, two international conventions on the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC), 1990 and the 1973 Protocol to the International Convention Relating to the Intervention on the High Seas in Cases of Oil Pollution Casualties 1969 have been incorporated into the Bill. The Bill provides the legal framework for national, regional and international efforts for the preparation and response to oil pollution incidents. Appropriate sanctions are also detailed in the Bill and provision made for compensation to persons who may suffer damage as a result of an intervention measure taken by the Minister for Transport which may be in excess of what is reasonably necessary to prevent or eliminate imminent danger of pollution.
- 5.9 Under the third thematic area on Liability and Compensation, the Bill incorporates a legal framework to implement the International Convention on Civil Liability for Oil Pollution Damage (CLC) and the International Fund for Compensation for Oil Pollution Damage (IOPC Fund) in Ghana. The Fund provides compensation for victims who may not obtain full compensation under the International Convention on Civil Liability for Oil Pollution Damage due to limitation of liability.

5.10 The Committee notes that the magnitude of damage caused to the marine environment by pollution from maritime activities may not be known or assessed prior to the cause of an act. Consequently, there is the need to delete the upper limits of penalties for all offences relating to pollution in the Bill in order to afford the Law Courts, the opportunity to assess the magnitude of the damage and the appropriate cost that will be required to restore the marine environment to the state it was prior to the act.

6.0 RECOMMENDATION AND CONCLUSION

6.1 Ghana being a Member of the International Maritime Organisation (IMO) is bound to incorporate conventions to which it is a party into domestic legislation. The passage of the Bill is expected among others, to enhance the operations of the regulatory authority which is the Ghana Maritime Authority to join the global effort in the prevention and control of marine pollution.

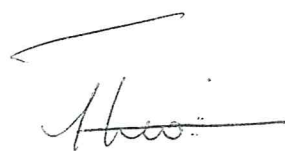
6.2 The Committee unanimously recommends to the House to approve its report and pass the Maritime Pollution Bill, 2015 subject to the attached Amendments.

Respectfully submitted.



M. KWAKU ABREFA TAWIAH

**CLERK, COMMITTEE ON ROADS
AND TRANSPORT**



HON. THEOPHILUS TETTEH CHAIE

**CHAIRMAN, COMMITTEE ON
ROADS AND TRANSPORT**

18TH FEBRUARY, 2016

APPENDIX

PROPOSED AMENDMENTS TO THE MARITIME POLLUTION BILL, 2015

- i. **Clause 1** – **Amendment proposed** – In the Head Note, *insert* “THE” between “OF” and “AUTHORITY”.
- ii. **Clause 9** – **Amendment proposed** – Sub-clause (3), *delete* and *insert* as follows:

“(3) Where the Minister takes action with regard to a substance other than oil, the burden of proof is on the Minister to establish that the substance under the circumstances present at the time of intervention could reasonably pose a grave and imminent danger analogous to that posed by any of the substances enumerated in the First Schedule.”

- iii. **Clause 10** – **Amendment proposed** – Sub-clause (5), line 1, *delete* and *insert* the following:

“(5) The Minister shall take reasonable steps to”

- iv. **Clause 16** – **Amendment proposed** – Sub-clause (1), Paragraph (a), *delete* “the sea” and *insert* “areas within Ghana’s maritime jurisdiction”.

- v. **Clause 20** – **Amendment proposed** – Sub-clause (1), *delete* and *insert* the following:

“(1) The dumping of waste or other matter listed in the Third Schedule is subject to the grant of a permit issued by the Authority”.

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- ~~vi. **Clause 21** – **Amendment proposed** – Paragraph (a), line 1, after “of”, *delete* “meeting”.~~

- vii. **Clause 27** – **Amendment proposed** – Line 3, *delete* “fifteen thousand” and *insert* “three hundred thousand”.
- viii. **Clause 31** – **Amendment proposed** – Paragraph (c), sub paragraph (i), line 11, after “structures” *insert* “at sea”.
- ix. **Clause 31** – **Amendment proposed** – Definition of “incineration at sea”, line 7, *delete* “wastes” and *insert* “waste”.
- x. **Clause 52** – **Amendment proposed** – Sub-clause (1), paragraph (e), line 1, *delete* “the” which precedes “appointed”.
- xi. **Clause 52** – **Amendment proposed** – Sub-clause(2) *delete* and *insert* the following new sub-clauses:

“(2) Where the ship is in a port of a country where MARPOL is in force, the master or owner of the ship shall report the accident or defect immediately to the appropriate authorities of the country.

(3) The appointed surveyor or recognized organization shall ascertain that the report has been made to the appropriate authorities of the country”.
- xii. **Clause 58** – **Amendment proposed** – Sub-clause (1), paragraph (b), *delete* “in Ghanaian waters” and *insert* “within Ghana’s maritime jurisdiction”
- xiii. **Clause 71** – **Amendment proposed** – Sub-clause (19), line 2, after “Book”, *delete* “an” and *insert* “the”.
- xiv. **Clause 72** – **Amendment proposed** – Sub-clause (2), line 2, after “exploration” *insert* “,”.
- xv. **Clause 74** – **Amendment proposed** – Sub-clause (1), line 6, *delete* “one thousand” and *insert* “ten thousand”.

- vii. **Clause 27** – **Amendment proposed** – Line 3, *delete* “fifteen thousand” and *insert* “three hundred thousand”.
- viii. **Clause 31** – **Amendment proposed** – Paragraph (c), sub paragraph (i), line 11, after “structures” *insert* “at sea”.
- ix. **Clause 31** – **Amendment proposed** – Definition of “incineration at sea”, line 7, *delete* “wastes” and *insert* “waste”.
- x. **Clause 52** – **Amendment proposed** – Sub-clause (1), paragraph (e), line 1, *delete* “the” which precedes “appointed”.
- xi. **Clause 52** – **Amendment proposed** – Sub-clause(2) *delete* and *insert* the following new sub-clauses:
“(2) Where the ship is in a port of a country where MARPOL is in force, the master or owner of the ship shall report the accident or defect immediately to the appropriate authorities of the country.
(3) The appointed surveyor or recognized organization shall ascertain that the report has been made to the appropriate authorities of the country”.
- xii. **Clause 58** – **Amendment proposed** – Sub-clause (1), paragraph (b), *delete* “in Ghanaian waters” and *insert* “within Ghana’s maritime jurisdiction”
- xiii. **Clause 71** – **Amendment proposed** – Sub-clause (19), line 2, after “Book”, *delete* “an” and *insert* “the”.
- xiv. **Clause 72** – **Amendment proposed** – Sub-clause (2), line 2, after “exploration” *insert* “,”.
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- xv. **Clause 74** – **Amendment proposed** – Sub-clause (1), line 6, *delete* “one thousand” and *insert* “ten thousand”.

- xvi. **Clause 74** – **Amendment proposed** – Under “Offences and interpretation” add a definition for “bilges” as follows:

“bilges” mean the outer surface of the hull of a ship where the bottom of the ship curves to meet the vertical sides of the ship”.
- xvii. **Clause 74** – **Amendment proposed** – In the definition of “oil tanker”, in paragraph (b), *insert* “Tanker” after “Substance”.
- xviii. **Clause 83** – **Amendment proposed** – Sub-clause (4), line 2, *delete* “an” and *insert* “the”.
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- xix. **Clause 94** – **Amendment proposed** – Sub-clause (1), line 2, after “contains”, *insert* “such”.
- xx. **Clause 97** – **Amendment proposed** – In the Head note, *insert* “the” after “to”.
- xxi. **Clause 99** – **Amendment proposed** – Sub-clause (6), line 3, *delete* “two” and *insert* “five”.
- xxii. **Clause 114** – **Amendment proposed** – Sub-clause (5), line 3, after “(1)”, *delete* “an” and *insert* “the”.
- xxiii. **Clause 115** – **Amendment proposed** – Sub-clause (1), line 5, *delete* “an administrative penalty” and *insert* “a fine”.
- xxiv. **Clause 115** – **Amendment proposed** – Sub-clause (1), line 6, *delete* “ten thousand” and *insert* “one hundred thousand”.
- xxv. **Clause 124** – **Amendment proposed** – Paragraph (d), line 4, *delete* “caused” and *insert* “carried”.
- xxvi. **Clause 126** – **Amendment proposed** – Sub-clause (1), line 4, *delete* “ten thousand” and *insert* “one hundred thousand”.

- xxvii. **Clause 126** – **Amendment proposed** – Sub-clause (2), line 4, *delete* “ten thousand” and insert “one hundred thousand”.
- xxviii. **Clause 126** – **Amendment proposed** – Sub-clause (3), line 5, *delete* “ten thousand” *and insert* “one hundred thousand”.
- xxix. **Clause 134** – **Amendment proposed** – Sub-clause (1), line 2, *delete* “issue” and *insert* “survey”.
- xxx. **Clause 134** – **Amendment proposed** – Sub-clause (4) line 3, after “valid” *delete*, “from the date of completion of the renewal survey”.
- xxxi. **Clause 134** – **Amendment proposed** – Sub-clause (8), line 1, *substitute* “shall” for “is” and in line 2, *insert* “be” after “surveyed”.
- xxxii. **Clause 142** – **Amendment proposed** – Sub-clause (1), line 6, *delete* “five thousand” *and insert* “ fifty thousand”.
- xxxiii. **Clause 143** – **Amendment proposed** – Paragraph (b), line 3 of the definition of “new ship”, *substitute*, “27th September, 2003” for the words “that date of entry into force of this chapter”.
- xxxiv. **Clause 143** – **Amendment proposed** – Paragraph (c), line 2, *substitute* “after 27th September, 2003” for the “the date of entry into force of this Act”.
- xxxv. **Clause 145** – **Amendment proposed** – Special areas. In the definition for “North Sea area”, paragraph(c), line 3, *insert* “” between “30” and “N”.
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- xxxvi. **Clause 145** – **Amendment proposed** – Special areas. In the definition for “Red Sea area” line 3, *delete* “,” and *insert* “.” between “28” and “5” and in line 4, *insert* “” between “4” and “N”.
- xxxvii. **Clause 145** – **Amendment proposed** – Special areas. In the definition for the “Wider Carribean Region”, line 6, after “30”, *insert* “” and after “W”, *delete* “”.
- xxxviii. **Clause 164** – **Amendment proposed** – Sub-clause (1), line 4, *delete* “five thousand” and *insert* “twenty thousand”.
- xxxix. **Clause 170** – **Amendment proposed** – Sub-clause (2), line 3, *insert* “penalty units” after “thousand”.
- xl. **Clause 172** – **Amendment proposed** – Sub-Clause (1), line 2, after “initial” *delete* “ , intermediate” and *insert* “or renewal” and after “survey” *insert* “ has been”.
- xli. **Clause 172** – **Amendment proposed** – Sub-clause (2), lines 1 and 2 *delete*, “of the 1997 Protocol in Ghana” and *insert* “before 19th May, 2005”.
- xlii. **Clause 175** – **Amendment proposed** – Sub-clause (2), paragraph (a), sub-paragraph (i) at the end, *insert* “or”.
- xliii. **Clause 175** – **Amendment proposed** – Sub-clause (2), paragraph (a), sub-paragraph (ii), at the end, *delete* “or”.
- xliv. **Clause 175** – **Amendment proposed** – Sub-clause (8), line 3, *substitute* “grace period” for “period of grace”, replicate wherever it occurs in the Bill.
- xlv. **Clause 181** – **Amendment proposed** – Sub-clause (1), line 5, *delete* “five thousand and *insert* “fifty thousand”.

- xlvi. **Clause 182** – **Amendment proposed** – Sub-clause (2), *insert* the following definition for “new installations” after “anniversary date”.
- “new installations” mean the installation of systems, equipment including new portable fire-extinguishing units, insulation, or other material on a ship after the date on which sections 166 to 182 enter into force, other than repair or recharge of previously installed systems, equipment, insulation, or other material or recharge of portable fire extinguishing units”.
- xlvii. **Clause 184** – **Amendment proposed** – Sub-clause (2), lines 1 and 2, *substitute* “Ghana maritime jurisdiction” for “the territorial waters or exclusive economic zone of Ghana”.
- xlviii. **Clause 186** – **Amendment proposed** – Sub-clause (3), line 2, *substitute* “Marine Environment Protection Committee” for “Marine Environmental Protection Committee”. Replicate wherever it occurs in the Bill.
- xlix. **Clause 187** – **Amendment proposed** – *Insert* a new sub-clause after sub-clause (1) as follows:
- “The National System, as referred to in subsection (1), shall be as spelt out in the National Oil Spill Contingency Plan and related documents”.
- i. **Clause 193** – **Amendment proposed** – *Delete* the interpretations for ‘oil pollution incident” and “Organisation”.
- ii. **Clause 194** – **Amendment proposed** – Sub-clause (3), *delete*.
- iii. **Clause 197** – **Amendment proposed** – Line 1, *delete* “;” after “196”.
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- liii. **Clause 200** – **Amendment proposed** – Sub-clause (7), *delete* and *insert* the following new sub-clauses:
- “(7)
Rights of compensation under this Chapter shall be extinguished unless an action is brought under this Chapter within three years from the date when the damage occurred.
- (8)
Despite subsection (7), an action shall not be brought after six years from the date of the incident which caused the damage.
- (9)
Where an incident consists of a series of occurrences, the six years period shall run from the date of the first such occurrence”.
- liv. **Clause 213** – **Amendment proposed** – Sub-clause (4), *delete*.
- lv. **Clause 214** – **Amendment proposed** – Sub-clause (4), line 3 *substitute* “metric tones” for “tons”.
- lvi. **Clause 215** – **Amendment proposed** – Sub-clause (5), line 4, *delete* “five hundred” and *insert* “five thousand”.
- lvii. **Clause 215** – **Amendment proposed** – Sub-clause (6), paragraph (c), line 2, *delete* “three thousand” and *insert* “thirty thousand”.
- lviii. **Clause 226** – **Amendment proposed** – Sub-clause (1), paragraph (c), line 4, *delete* “fifteen thousand” and *insert* “two million”.

- lix. **Clause 226** – **Amendment proposed** – Sub-clause (2), *delete*.
- lx. **Clause 228** – **Amendment proposed** – paragraph (b), line 6, *delete* “one million” and *insert* “four million”.
- lxi. **Clause 229** – **Amendment proposed**– Sub-clause (5), line 3, *delete* “ten thousand” and *insert* “one hundred thousand”.
- lxii. **Clause 230** – **Amendment proposed**– Sub-clause (5), paragraph (b), line 1, *delete* “behlaf” and *insert* “behalf”.
- lxiii. **Clause 232** – **Amendment proposed**– Sub-clause (2), line 4, *delete* “one thousand” and *insert* One hundred thousand”.
- lxiv. **Clause 232** – **Amendment proposed**– Sub-clause 4, line 2, *delete* “five thousand” and *insert* “twenty five thousand”.
- lxv. **Clause 236** – **Amendment proposed**– Paragraph (b), line 2, *insert* “,” after “Director”.
- lxvi. **Clause 240** – **Amendment proposed**– Sub-clause (2) renumber the paragraphs as “(a) and (b)”.
- lxvii. **Clause 250** – **Amendment proposed**– Interpretation. Line 2 of the definition of “agent”, *delete* “being”.
- lxviii. **Clause 250** – **Amendment proposed** – Interpretation. *Insert* a definition for “air cushion vehicle” as follows:

“air cushion vehicles” means a craft capable of travelling over land water, mud or ice and other surfaces by riding on a cushion of air”.

- lxi. **Clause 250** – **Amendment propose** – Interpretation. Under the definition for “Antarctic area”, *substitute* “60° S” for “60° s”.
- lxx. **Clause 250** – **Amendment proposed** – Interpretation. Under the definition for “Bulk Chemical Code”, line 3, *delete* “Environmental” and *insert* “Environment”.
- lxxi. **Clause 250** – **Amendment proposed** – Interpretation. *Substitute* the following for the definition of “internal waters”:

“internal waters” mean the waters on the land ward side of the baseline of the territorial sea of Ghana as provided by section 3 of the Maritime Zones (Delimitation) Act, 1986 (PNDCL 159)”.
- lxxii. **Clause 250** – **Amendment proposed** – Interpretation. *Delete* the definition for “new installations”.
- lxxiii. **Clause 250** – **Amendment proposed** – Interpretation. *Substitute* “noxious liquid substance tanker” for “noxious liquid substance”.
- lxxiv. **Clause 250** – **Amendment proposed** – Interpretation. After the definition for “noxious liquid substance tanker”, *substitute*, “NOx Technical Code” for “NO Technical Code”.
- lxxv. **Clause 250** – **Amendment proposed** – Interpretation. After the definition for “permit”, *substitute*, “marine pollution” for “pollution” and *insert* the definition of “marine pollution” after “marine casualty”.
- lxxvi. **Clause 250** – **Amendment proposed** – Interpretation. Under the definition of “short voyage”, line 2, *delete* “part” and insert “port”.

lxxvii. **Clause 251** –

Amendment proposed – *Delete* the entire clause and *substitute* as follows:

“251 (1) A person who contravenes this Act or whose act or omission results in maritime pollution shall bear the cost which may be incurred by the Authority or any other relevant Agency, in connection with the recovery of the substance and in restoring the marine environment to its condition prior to the occurrence of the incident

(2) Despite subsection (1), the person referred to in subsection (1), may be liable to pay the fine stipulated in addition to the costs incurred by the Authority or the other Agency”.

lxxviii. **Schedule 20–**

Amendment proposed – Substitute the Twentieth Schedule with the following:

TWENTIETH SCHEDULE

Section 205 (3) (E)

**CERTIFICATE OF INSURANCE OR OTHER FINANCIAL SECURITY IN RESPECT OF
CIVIL LIABILITY FOR OIL POLLUTION DAMAGE**

Issued in accordance with the provisions of Article VII of the International Convention on Civil Liability or Oil Pollution Damage, 1969.

Name of Ship	Distinctive Number of Letters	Port of Registry	Name and Address of Owner

This is to certify that there is in force in respect of the above-named ship a policy of insurance or other financial security satisfying the requirements of Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969.

Type of Security.....
.....

Duration of Security.....
.....

Name and Address of the Insurer(s) and / or Guarantor(s)

Name

.....

Address.....

.....

This certificate is valid until

Issued or certified by the Government of.....

.....

(Full designation of the State)

At.....

On.....

(Place)

(Date)

.....

Signature and Title of Issuing or certifying official

Explanatory Notes:

1. If desired, the designation of the State may include a reference to the competent public authority of the country where the certificate is issued.

2. If the total amount of security has been furnished by more than one source, the amount of each of them should be indicated.

3. If security is furnished in several forms, these should be enumerated.

4. The entry "Duration of Security" must stipulate the date on which such security takes effect.

lxxix. **Long Title** – Amendment proposed – delete and insert as follows:

~~"AN ACT to provide for the prevention, regulation and control of pollution arising from maritime activities in areas within Ghana's maritime jurisdiction and for other matters".~~