



**Liberia Maritime Authority**

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**REGULATIONS ON THE SAFETY OF NAVIGATION AND SHIPPING IN  
THE JURISDICTIONAL WATERS OF THE REPUBLIC OF LIBERIA**

**PROMULGATED PURSUANT TO THE LIBERIA MARITIME LAW,  
TITLE 21 OF THE LIBERIAN CODES OF LAWS REVISED, THE ACT  
CREATING THE LIBERIA MARITIME AUTHORITY (2010) AND IN  
FURTHERANCE TO THE OBLIGATIONS OF THE REPUBLIC OF  
LIBERIA UNDER INTERNATIONAL MARITIME INSTRUMENTS TO  
WHICH THE REPUBLIC OF LIBERIA IS A PARTY AND ARE IN FULL  
FORCE AND EFFECT.**

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**REGULATION NO: LiMA/RSNS/04/16/'24**

**REGULATIONS ON THE SAFETY OF NAVIGATION AND SHIPPING IN THE JURISDICTIONAL WATERS OF THE REPUBLIC OF LIBERIA**

WHEREAS, the Liberia Maritime Authority (“Authority”), established under an Act of the Legislature in 2010 (“the Act”), duly approved on September 6, 2010, published September 22, 2010, and thereby having the full force of law, is granted thereunder, and specifically under Sections 4, 5, and 6 the statutory authority and responsibility to administer, promote, regulate, enforce, and to execute policies, strategies, laws and regulations for the effective growth and development of the maritime sector, including all matters related to the standards for merchant shipping, all foreign and domestic water-borne commercial and non-commercial activities, and to introduce and promulgate regulations and policies in the exercise of the rights and discharge of the responsibilities of the Republic of Liberia under the United Nations Convention on the Law of the Sea (UNCLOS) of 1982 and any other maritime related international instruments and amendments thereto, to which Liberia is a signatory and/or which Liberia has domesticated under its laws; and

WHEREAS, the Act also vests in the Authority the power to enforce the maritime law and marine programs and activities, in coordination with other relevant government agencies, as appropriate, to ensure strict adherence to regulations and rules promulgated under and pursuant to the Act; and

WHEREAS, the Act further vests in the Authority the power to conduct maritime surveillance, maritime domain monitoring, maritime information gathering, with law enforcement powers, as required and in compliance with international maritime agreements, to ensure and protect the Liberian Maritime Domain and maritime shores, including regulating commercial and non-commercial vessels plying the waterways of Liberia to conform to international practices;

WHEREAS, section 7.2 of the Act vests in the Commissioner the power to administer the affairs of the Authority and the maritime and marine affairs and programs, which is inclusive of the power delegated to the Authority to make and promulgate Regulations and Rules for the administration, execution, and enforcement of the Act;

WHEREAS, the Liberia Maritime Law (“Law”) also vests in the Commissioner, at Section 11, the powers to make “rules and regulations for carrying out the provisions of the Law”, and the Act vests in the Commissioner the power to make Regulations and Rules governing all foreign and domestic water-borne commercial and non-commercial activities;

WHEREAS, section 12 of the Liberia Maritime Law further accentuates the power and authority granted the Commissioner in Section 11 by empowering the Commissioner to delegate, from time to time, his administrative duties, including the promulgation of Regulations and Rules, to be performed by the Deputy Commissioners;

WHEREAS, Liberia is a State Party to SOLAS, MARPOL, STCW, Load Lines, Tonnage Measurement, and other international maritime instruments which seek to enhance maritime safety, security, protection of the marine environment as well as the welfare of seafarers and is required under those instruments to promulgate regulations governing ships in its port and coastal waters, and, is under a legal duty to ensure that the appropriate Regulations and Rules are in place and in force to keep Liberia in compliance with its international obligations, maritime and otherwise.



NOW, THEREFORE, pursuant to its mandate, functions, duties and responsibilities, stipulated under the Law and the Act, as well as the obligations of Liberia under the international maritime instruments to which Liberia is a State party, the Authority hereby promulgates these Regulations to govern and control the safety of navigation and shipping in the jurisdictional waters of the Republic of Liberia.

## **SECTION 1: General Regulations**

### **1.1: Title**

These Regulations shall be cited as the Regulations on the Safety of Navigation and Shipping in the jurisdictional waters of the Republic of Liberia.

### **1.2: Application**

Unless expressly provided otherwise, these regulations apply to:

- a. ships calling to a port or point in Liberia's jurisdictional waters;
- b. shippers transporting to and from a port or point in Liberia's jurisdictional waters; and
- c. vessels operating or transiting in Liberia's jurisdictional waters.

Notwithstanding, the Commissioner or Deputy Commissioner, upon written application, may grant exemption from any requirements of these regulations when satisfied that alternative measures are adequate to ensure maritime safety, security, and protection of the marine environment.

### **1.3: Definitions**

The terms as used herein shall have the meanings ascribed to them by the Associations Law, the Maritime Law, the Commercial and Bankruptcy Law.

### **1.4: Exemption**

Unless expressly provided otherwise, these regulations, do not apply to:

- a. ships of war and troopships;
- b. ships not propelled by mechanical means;
- c. wooden ships of primitive build;
- d. pleasure yachts not engaged in trade; and
- e. fishing vessels.

### **1.5: Penalty**

Unless expressly provided, the Commissioner or Deputy Commissioner may:

- a. detain, suspend, deny access or expel a vessel from entry into any point or port in Liberia's jurisdictional waters or impose a monetary penalty not to exceed US \$500,000.00, and/or set such other conditions as may be necessary to bring about compliance with maritime-related instruments to which the Republic of Liberia is a Party and which are in force, for failure to comply with any section of these regulations; or
- b. impose a fine not to exceed US \$100,000.00 on the master, owner, charterer, company, shipper, terminal operator, fuel oil supplier or ship agent for failure to comply with any section of these regulations.



## 1.6: Appeal

Appeal from any decision of an officer(s) carrying out control and inspections under these regulations, shall be taken to the Deputy Commissioner. Appeal from any decision of the Deputy Commissioner shall be taken to the Commissioner. Upon exhaustion of administrative remedies, appeal shall be taken to the Commercial Court, sitting in Admiralty.

## SECTION 2: Control and Inspection of Foreign Ships in Liberia's Jurisdictional Waters

2.1. Every Foreign vessel calling at any port or point within the jurisdictional waters of the Republic of Liberia shall be subject to control and inspection by officers duly authorized by the Liberia Maritime Authority ("the Authority"), or as appropriate, in coordination with any other relevant agencies or institutions, to verify that such vessel has onboard valid certificates and is in compliance with all international conventions and other international instruments to which Liberia is a state party and are in force.

2.2. Valid certificates presented by a vessel shall be accepted unless there are clear grounds for believing that the condition of the ship or its equipment does not correspond substantially with the particulars of the certificates or that the ship and its equipment are not in compliance with international conventions and other international instruments to which Liberia is a party.

2.3. In the circumstances stated in sub-section 2.2 or where a certificate has expired or ceased to be valid, the officer carrying out the control shall take steps to ensure that the ship shall not sail until it is capable of proceeding to sea or leaving the port for the purpose of proceeding to the appropriate repair yard without danger to the ship or persons onboard and/or does not present an unreasonable threat of harm to the marine environment.

2.4. In the event the ship is detained, the officer carrying out the detention shall forthwith inform, in writing, the Master, Consul or, in his absence, the nearest diplomatic representative of the flag State, of all the circumstances in which the detention was deemed necessary. In addition, nominated surveyors or recognized organizations responsible for the issuance of the certificates shall also be notified. The facts concerning the detention shall be reported to the International Maritime Organization ("IMO") and to any other organization or party to any bilateral or international instrument to which Liberia is also a party.

2.5. The Authority shall notify the authorities of the next port of call on all relevant information about the ship detained, in addition to the parties mentioned in sub-section 2.4, if it is unable to take action as specified in sub-sections 2.3 and 2.4 or if the ship has been allowed to proceed to the next port of call.

2.6. Where any ship is unduly detained or delayed under the circumstances stated in sub-section 2.4, it shall be entitled to reasonable compensation for any loss or damage suffered as a direct result of such undue detention or delay.

2.7. When the Authority has been notified by the flag State, nominated surveyor or Recognized Organization that the condition of a ship or its equipment in a port in Liberia does not correspond substantially with the particulars of the certificate or is such that the ship is not fit to proceed to sea without danger to the ship, or persons onboard or unreasonable threat of harm to the marine environment, the Authority shall give the flag State, nominated surveyor or organization any necessary assistance to carry out their obligations under the applicable convention, subject to conditions laid down by the Authority. Also, the Authority shall ensure that the ship shall not proceed to sea or leave the port except for the purpose of proceeding to the appropriate repair yard, without danger to the ship, to persons onboard or posing unreasonable threat of harm to the marine environment.



2.8. In the event a foreign ship fails to comply with any applicable international conventions while in a point or port in Liberia's jurisdictional waters or such other conditions advanced by the Authority as may be necessary to bring about compliance with the international conventions to which Liberia is a Party, and which are in force, the vessel may be detained or expelled, if already within Liberia's territorial waters or at a Liberian port, denied access or prohibited from entry into any point or port in Liberia's jurisdictional waters.

2.9. Where a foreign ship has been detained or prevented from proceeding to sea or leaving a point or port in Liberian waters by officers exercising control under sub-section 2.3, such vessel shall pay a follow-up inspection fee of US \$1000.00. The same amount shall be paid for any subsequent inspection until the deficiency(ies) have been rectified and the vessel is fit to proceed to sea without danger to the ship, to persons onboard or posing unreasonable threat of harm to the marine environment.

2.10. The Authority shall grant exemption from the application of these regulations to any foreign ship in a Liberian port due to deviation or delay caused to the ship as a result of stress weather or any other cause of force majeure.

### **SECTION 3: Safety of Navigation**

All vessels within Liberia's jurisdictional waters must comply with the International Convention for the Safety of Life at Sea ("SOLAS"), as amended, where applicable.

#### **3.1: Radio Communication**

3.1.1. The Authority shall make available, as may be practical and necessary, appropriate shore-based facilities for mobile satellite service and maritime mobile service having due regard to the recommendations of the International Maritime Organization. The services are:

- a. Recognized mobile satellite services;
- b. A satellite service on 406 MHz;
- c. The maritime mobile service in the bands between 156 MHz and 174 MHz;
- d. The maritime mobile service in the bands between 4 000 kHz and 27 500 kHz; and
- e. The maritime mobile service in the bands between 415 kHz and 535 kHz<sup>11</sup> and between 1 605 kHz and 4 000 kHz.

3.1.2. The Authority shall provide to the IMO pertinent information concerning the shore-based facilities in the mobile satellite service and maritime mobile service within its jurisdiction established for sea areas which it has designated off the Liberian coasts.

3.1.3. The Authority, in collaboration with the Ministry of National Defense, shall establish GMDSS sea areas off the coast of Liberia.

#### **3.2: Establishment and Management of Aids to Navigation**

3.2.1. There shall be established in Liberia aids to navigation that are necessary to facilitate the safe navigation of ships within Liberia's jurisdictional waters.

3.2.2 The Authority shall exercise general supervision over aids to navigation and in particular:

- a. ensure the establishment and maintenance of aids to navigation by port authority, terminal operator or any institution, entity, body or person;



- b. ensure that any other aids to navigation are established in compliance with the standards prescribed and are maintained in proper working order; and
- c. bring to the attention of the public information on changes to or deficiency(ies) in any aids to navigation.

3.2.3. All aids to navigation established and to be established hereafter shall comply with the standards prescribed by the Commissioner. When prescribing the national standards for the system of aids to navigation, the Commissioner shall take into consideration the International Association of Lighthouse Authorities (IALA) Harmonized Buoyage "System A", or any other applicable international system of buoyage in force.

3.2.4. Aids to navigation shall not be established or provided without the prior approval of the Commissioner, or Deputy Commissioner duly appointed for this purpose.

3.2.5. Established aids to navigation shall not be discontinued or have their lighting characteristics or any other distinguishing features altered without the prior approval of the Commissioner, or the Deputy Commissioner duly appointed for this purpose.

3.2.6. The port authority, terminal operator or any institution or person providing aids to navigation, may impose and collect aids to navigation dues. Penalties may be imposed for the non-payment of such dues or for damage caused to any aids to navigation.

3.2.7. The Commissioner shall publish and update the list and status of aids to navigation through notices to mariners.

3.2.8. All existing aids to navigation shall comply with this section, unless otherwise amended, at least two (2) years after its effective date.

### **3.3: Hydrographic Services**

3.3.1. The Authority, with assistance from the Ministry of National Defense shall, in accord with the cooperation and coordination scheme stated by the Act and the Law, arrange for the collection and compilation of hydrographic data and the publication, dissemination and keeping up to date of all nautical information necessary for safe navigation.

3.3.2. The Commissioner may enter into agreements or cooperation programs, to the extent possible, for the provision of nautical and hydrographic services, in the manner most suitable for aiding navigation in Liberia's jurisdictional waters:

- a. to ensure that hydrographic surveying is carried out, as far as possible, adequate to the requirements of safe navigation;
- b. to prepare and issue nautical charts, sailing directions, lists of lights, tide tables and other nautical publications, where applicable and possible or appropriate, satisfying the needs of safe navigation;
- c. to promulgate notices to mariners in order that nautical charts and publications are kept, as far as possible, up to date; and
- d. to provide data management arrangements to support the above services.

3.3.3. Charts and nautical publications done pursuant to this section shall conform to relevant international resolutions and recommendations and shall be made available on a world-wide scale as timely, reliably, and unambiguously as possible.



3.3.4. All vessels shall carry adequate and up-to-date charts, sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for safe navigation.

### **3.4: Navigational Warnings**

3.4.1. The Commissioner shall take appropriate steps to advise all mariners and the public of any developing or existing situations which may adversely affect maritime safety.

3.4.2. The Commissioner shall communicate to the parties concerned, in the form of notices to mariners, navigational and meteorological warnings as the circumstances may warrant in accordance with the recommendations of the world-wide navigational warning service, as amended.

3.4.3 The Commissioner may require the assistance of any person in the communication of such information.

### **3.5: Search and Rescue Information**

3.5.1. The Commissioner, in collaboration with the Minister of Defense, pursuant to the cooperation and coordination scheme set forth in the Act and the Law, shall take all necessary steps, in accordance with the Liberia Maritime Search and Rescue Act of 2009, to make available to the IMO information on the provision of search and rescue facilities and the plans for changes therein within the Republic of Liberia.

3.5.2. The Commissioner and the Minister of Defense shall ensure that life-saving signals that are used by search and rescue facilities in search and rescue operations when communicating with ships or persons in distress comply with standards contained in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, volume III, Mobile Facilities, and the International Code of Signals currently in force, and as may hereafter be amended.

### **3.6: Meteorological Services and Warnings**

3.6.1. The Authority, in collaboration with the Ministry of Transport or Liberia Meteorological Service, in accord with the scheme set forth in the Act and the Law, shall issue:

- a. weather information suitable for shipping, containing data, analyses, warnings and forecasts of weather, waves and others;
- b. meteorological warnings to mariners; and
- c. arrange for the reception and transmission of weather messages from and to ships.

3.6.2. Masters of ships in the jurisdictional waters of Liberia shall inform ships in the vicinity and the Monrovia Regional-Maritime Rescue Coordination Center whenever they experience a wind speed of 50 knots or more (force 10 on the Beaufort scale).

### **3.7: Vessel Traffic Service**

3.7.1. The Authority shall ensure that vessel traffic service is established where the volume of traffic or the degree of risk within Liberia's jurisdictional waters justifies such services.

### **3.8: Ship and Port Security**

3.8.1 This section shall apply to:



- a. Passenger ships, including high-speed passenger crafts, cargo ships including high-speed craft of 500 gross tonnage and upwards, calling at or in a Liberian port or offshore terminal;
- b. Self-Propelled Mobile Offshore Drilling Units operating in Liberia's jurisdictional waters;
- c. Any port or port facility serving those vessels referred to in a and b.

3.8.2. All vessels, port and port facilities to which sub-section 3.8.1 applies shall comply with the International Ship and Port Security Code (ISPS Code), as amended.

3.8.3. The Commissioner shall issue directive, as appropriate, to enhance maritime safety and security to safeguard those onboard vessels and ashore, taking into consideration the ISPS, as amended.

### **3.9: Duty to Report Maritime Casualty**

3.9.1. In the event of any casualty involving vessels within Liberia's jurisdictional waters where there is loss of life, environmental pollution, or loss or damage to property, the master shall immediately notify the Commissioner or the Office of the Deputy Commissioner.

3.9.2. Where there is a failure to execute the notification as required hereunder, the Master and vessel shall each be liable to a fine of US \$1,000.00 upon notice from the Commissioner.

## **Section 4: Carriage of Goods by Sea**

### **4.1: Cargo Information (Verified Gross Mass ("VGM") of a Packed Container)**

4.1.1. Prior to loading a cargo onboard a vessel in a port in Liberia, the shipper shall provide the master or his representative with appropriate information on the cargo sufficiently in advance of loading to enable the precautions which may be necessary for proper stowage and safe carriage of the cargo to be put into effect. Such information shall be confirmed in writing and by appropriate shipping documents prior to loading the cargo on the ship as required under SOLAS, as amended.

4.1.2. In the case of cargo carried in a container, except for containers carried on a chassis or a trailer when such containers are driven on or off a ro-ro ship engaged in short international voyages, the gross mass shall be verified by the shipper in accordance with the guidelines set forth by the Authority. The shipper is responsible for verification and documentation of a packed container gross mass regardless of who packed or processed it.

4.1.3. The actual gross mass of a container carrying cargo should be verified whenever cargo is added to the container during any point within the supply chain flow to ensure the safety of shore workers and the safety of crew that are involved in cargo handling operations and the safety of the vessel while carrying containerized cargo.

4.1.4. A container packed with packages and cargo items should not be loaded onto a ship to which the SOLAS regulations apply unless the master or his representative and the terminal representative have obtained, in advance of vessel loading, the VGM of the container.

4.1.5. Any company or shipper that intends to weigh a container in accordance with this section to obtain the VGM of a packed container must be authorized by the Authority.



4.1.6. The Authority may at any time conduct annual audit and periodic inspection of procedures and equipment used to determine the VGM of a packed container as required by these regulations.

4.1.7. All port and terminal operators must have in place measures to confirm the VGM provided by the shipper for each packed container upon receipt in accordance with the guidelines set forth by the Authority.

4.1.8. Any mis-declaration or discrepancies found in the provided VGM of a packed container that is outside the threshold may subject the shipper to a fine of US \$5,000.00 upon notice from the Commissioner or the Deputy Commissioner duly appointed for this purpose.

4.1.9. Any shipper, company or person that violates any provision(s) of this section may be subject to fines, suspension, or revocation of license.

4.1.10. The port or terminal operator shall not load onto a ship in any Liberian port, a packed container for which the VGM has not been obtained in advance to be used in the ship stowage plan.

4.1.11. Any costs associated with the non-loading, storage, demurrage or eventual return of the container to the tendering shipper of the container will be subject to the contractual arrangements between the commercial parties.

## **4.2: Carriage of Grain in Bulk**

4.2.1. All vessels carrying grain in bulk within Liberia's jurisdictional waters must comply with the International Code for the Safe Carriage of Grain in Bulk ("IGC"), where applicable.

4.2.2. A ship without a document of authorization to load grain in bulk shall not load such cargo until the master demonstrates to the satisfaction of the Authority or the flag State that in its loaded condition for the intended voyage, the ship will comply with the requirements of the IGC.

4.2.3. Before loading bulk grain at a Liberian port, the master shall ensure that the ship complies with the stability criteria required by the IGC at all stages of any voyage and after loading, the master shall ensure that the ship is upright before proceeding to sea.

## **4.3: Carriage of Dangerous Goods**

4.3.1. All vessels carrying dangerous goods within Liberia's jurisdictional waters shall comply with the International Maritime Dangerous Goods ("IMDG") Code, as amended, where applicable.

4.3.2. The Commissioner shall prescribe standards, as appropriate, for the packaging, transportation, handling, and storage of dangerous goods, taking into consideration the IMDG Code.

4.3.3. The Authority shall issue, or cause to be issued, detailed instructions on emergency response and medical first aid relevant to incidents involving dangerous goods in packaged form and solid form in bulk, taking into account the guidelines developed by the IMO.

4.3.4. The master or other person having charge of a ship shall, without delay, report to the Authority, the particulars of any incident involving the loss or likely loss overboard of dangerous goods in packaged form or solid form in bulk into or near Liberia's jurisdictional waters.

4.3.5. All such reports shall be based on the General Principles for Ship Reporting Systems and Ship Reporting Requirements, including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants, as published by the IMO.



4.3.6. In the event the ship referred to in sub-section 4.3.4 is abandoned, or in the event of a report from such a ship is incomplete or unobtainable, the company shall to the fullest extent possible, assume the obligations placed upon the master by these Regulations.

4.3.7. Failure by the master or other person having control of a ship to file the report required under sub-sections 4.3.4 and 4.3.6, the master, vessel, and company shall each be subject to a fine of US \$5,000.00 upon due notice from the Commissioner.

4.3.8. Shore-based personnel engaged in the transport of dangerous goods at Liberia port facilities shall be trained in accordance with IMDG Code before assuming such responsibility and shall only perform functions for which required training has not yet been provided only under the direct supervision of a trained person.

4.3.9. Entities engaging shore-based personnel in such activities shall determine which staff will be trained, what levels of training they require, and the training methods used to enable them to comply with the provisions of the IMDG Code. This training shall be provided or verified upon employment in a position involving dangerous goods transport. For personnel who have not yet received the required training, the entities shall ensure that those personnel shall only perform functions under the direct supervision of a trained person. The training shall be periodically supplemented with refresher training as prescribed by the Commissioner, taking into account changes in regulations and practice.

4.3.10. The Authority may audit the entity to verify the effectiveness of the system in place, and that it is providing training of staff commensurate with their role and responsibilities in the transport chain.

4.3.11. No shipper or vessel shall carry or transport in a Liberian port any radioactive materials except duly authorized by the Authority, Ministry of Defense, Ministry of Health, National Disaster Management Agency and the Environment Protection Agency of Liberia ("EPA").

4.3.12. The master, shipowner, charterer or the agent of vessels calling at any Liberian port with radioactive materials onboard, should notify the authorities referred to in sub-section 4.3.11 regardless of the destination. The notification should include the radiation protection program and quality management in place to prevent exposure or minimize its effect.

4.3.13. Any shipper or vessel wishing to carry or transport radioactive materials must have a comprehensive radiation protection program and applicable ISO quality management system approved by the Authority and the EPA.

4.3.14. The radioactive protection program shall consist of systematic arrangements aimed at providing adequate consideration of radiation protection measures including description of the risks of radiation exposure associated with the transport of radioactive materials and the measures implemented to address these risks and to optimize the radiation protection. The radiation protection program and management system shall incorporate the applicable provisions of IMDG Code regarding radiation protection program.

4.3.15. The implementation of an approved radiation protection program and quality management system shall be inspected by the authorities referred to in sub-section 4.3.11. All documents related to the radiation protection program and quality management system shall be made available, on demand, for inspection by duly authorized inspector(s) from the authorities.

#### **4.4: Carriage of Solid Cargo in Bulk**

4.4.1. All vessels carrying solid cargo in bulk within Liberia's jurisdictional waters shall comply with the International Maritime Solid Bulk Cargoes Code ("IMSBC"), as amended, where applicable.



4.4.2. If a solid cargo which is not listed in appendix 1 of the IMSBC Code is proposed for carriage in bulk from a port in Liberia, the shipper shall, prior to loading, provide the Authority with the characteristics and properties of the cargo in accordance with section 4 of the IMSBC Code. Based on the information received, the Authority will assess the acceptability of the cargo for safe shipment. Where Liberia is the unloading port, the shipper and shipowner shall seek authorization from the Authority prior to shipment.

4.4.3. When it is assessed that the solid bulk cargo proposed for carriage may present hazards as those defined by group A or B of the IMSBC Code, the shipper and shipowner shall seek advice from the competent authorities of the port of unloading and of the flag State, respectively. The Authority, with the competent authorities of the port of unloading and of the flag State, will set the preliminary suitable conditions for the carriage of the cargo.

4.4.4. When it is assessed that the solid bulk cargo proposed for carriage presents no specific hazards for transportation, the Authority shall authorize the carriage of the cargo and advise the competent authorities of the port of unloading and of the flag State of such authorization.

4.4.5. The Authority shall provide to the master a certificate stating the characteristics of the cargo and the required conditions for carriage and handling of the shipment.

4.4.6. The Authority may authorize any other provision by exemption if satisfied that such provision is at least as effective and safe for the transport of solid bulk cargoes as that required by IMSBC Code.

4.4.7. The period of validity of the exemption shall not be more than five (5) years from the date of authorization.

4.4.8. A copy of the exemption or an electronic copy thereof shall be maintained on board each ship transporting solid bulk cargoes in accordance with the exemption.

4.4.9. When a group A cargo, as defined by IMSBC Code, is carried from a port in Liberia, the shipper shall provide the ship's master or their representative with a signed certificate of the Transportable Moisture Limit ("TML"), and a signed certificate or declaration of the moisture content, each issued by an entity recognized by the Authority.

4.4.10. The certificate of TML shall contain, or be accompanied by, the result of the test for determining the TML. The declaration of moisture content shall contain, or be accompanied by, a statement by the shipper that the moisture content is, to the best of the shipper's knowledge and belief, the average moisture content of the cargo at the time the declaration is presented to the master.

4.4.11. When a group A cargo is carried from a port in Liberia, procedures for sampling, testing and controlling moisture content to ensure the moisture content is less than the TML when it is on board the ship, shall be established by the shipper, taking account of the provisions of the IMSBC Code.

4.4.12. The Authority shall approve of the testing procedures and check its implementation prior to the issuance of any TML certificate. Where the Authority is satisfied that the procedures comply with the requirements prescribed, a document of approval shall be issued to the shipper stating that the procedures have been approved. A copy of the document of approval shall be provided to the master or his/her representative.

4.4.13. Before a solid bulk cargo is loaded or unloaded, the master and the terminal representative shall agree on a plan which shall ensure that the permissible forces and moments on the ship are not exceeded during loading or unloading, and shall include the sequence, quantity and rate of loading or unloading,



taking into consideration the speed of loading or unloading, the number of pours and the de-ballasting or ballasting capability of the ship. The plan and any subsequent amendments thereto shall be lodged forthwith with the Authority and the National Port Authority.

4.4.14. The master and terminal representative shall ensure that loading and unloading operations are conducted in accordance with the agreed plan.

4.4.15. If during loading or unloading, any of the limits of the ship within its stability booklet are exceeded or are likely to be exceeded if the loading or unloading continues, the master has the right to suspend operation and the obligation to notify forthwith the authorities mentioned in sub-section 4.4.13 with which the plan has been lodged. The master and the terminal representative shall ensure that corrective action is speedily taken. When unloading cargo, the master and terminal representative shall ensure that the unloading method does not damage the ship's structure.

4.4.16. Every ship carrying dangerous goods in packaged form or solid form in bulk shall have a special list, manifest or stowage plan setting forth the dangerous goods on board and the location thereof, in accordance with the relevant provisions of the IMDG Code, as amended. A copy of such documents shall be made available before departure to the Authority and the National Port Authority or any Liberian authority at any other Liberian port whereat the ship may be.

#### **4.5: Carriage of Dangerous Chemicals in Bulk**

4.5.1. Before each initial loading of Propylene oxide or ethylene oxide/propylene oxide mixtures with an ethylene oxide content of not more than 30% by mass and before every subsequent return to such service, certification verifying that the required piping separation has been obtained from a responsible person acceptable to the Authority and carried onboard the ship. Each connection between a blank flange and a pipeline flange shall be fitted with a wire and seal by the responsible person to ensure that inadvertent removal of the blank flange is impossible.

#### **4.6: Carriage of Liquefied Gases in Bulk**

4.6.1. All vessels carrying liquefied gases in bulk within Liberia's jurisdictional waters must comply with the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk ("IGC Code"), as amended, where applicable.

4.6.2. Where it is proposed for a ship to carry or unload product that may be considered to come within the scope of this section, and which are not at present designated in the IGC Code, the Authority, with the flag State and the port of unloading or loading involved in such carriage, shall establish a Tripartite Agreement based on a provisional assessment and lay down preliminary suitable conditions of carriage based on the principles of the IGC Code.

4.6.3. When a ship in Liberia's jurisdictional waters intends to operate for periods at a fixed location in a re-gasification and gas discharge mode or a gas receiving, processing, liquefaction and storage mode, the Authority, in collaboration with the flag State and unloading/loading port, shall take appropriate steps to ensure implementation of the provisions of the IGC Code as are applicable to the proposed arrangements. Furthermore, additional requirements shall be established based on the principles of the IGC Code as well as recognized standards that address specific risks not envisaged by it. Such risks may include, but not be limited to:

- a. fire and explosion;
- b. evacuation;



- c. extension of hazardous areas;
- d. pressurized gas discharge to shore;
- e. high-pressure gas venting;
- f. process upset conditions;
- g. storage and handling of flammable refrigerants;
- h. continuous presence of liquid and vapor cargo outside the cargo containment system;
- i. tank over-pressure and under-pressure;
- j. ship-to-ship transfer of liquid cargo; and
- k. collision risk during berthing maneuvers.

### **Section 5: Prevention of Pollution from Ships**

5.1. All vessels within Liberia's jurisdictional waters must comply with the International Convention for the Prevention of Pollution from Ships ("MARPOL"), as amended, where applicable.

5.2. These Regulations shall apply to ship-sourced pollution within Liberia's jurisdictional waters.

5.3. No pollutant or harmful substance shall be discharged from a vessel, platform or place on land into Liberia's jurisdictional waters.

5.4. In the event that pollution to the marine environment arises from a source which is not a ship, the provisions of these Regulations shall apply subject to all applicable national laws pertaining to:

- a. pollution from terrestrial sources;
- b. pollution from pipeline and storage facilities;
- c. pollution in the airspace; and
- d. disaster and emergency response.

5.5. Notwithstanding sub-section 5.2, these Regulations shall not apply if the discharge of pollutant or harmful substances:

- a. was necessary for the purposes of securing the safety of a vessel or the saving of life at sea, or
- b. resulted from damage to a vessel or its equipment, and
  - i. provided that all reasonable precautions have been taken after the occurrence of the damage or discovery of the discharge for the purpose of preventing or minimizing the discharge; and
  - ii. except if the owner or the master acted either with intent to cause damage, or recklessly and 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 Commissioner; or
  - ii. the discharge into the sea of pollutant or harmful substance, when being used for the purpose of combating specific pollution incidents in order to minimize the damage from pollution. Any such discharge shall be subject to the approval by the Authority in collaboration with the Environment Protection Agency of Liberia.



5.6. Whenever visible traces of oil are observed on or below the surface of the waters in the immediate vicinity of a ship or its wake, the Commissioner or the Deputy Commissioner duly appointed for this purpose, shall promptly investigate the facts bearing on the issue of whether there has been a violation of the provisions of this section.

5.7. Unless otherwise provided for in specific sections of these Regulations, the following penalty(ies) shall apply to discharge of pollutants or harmful substances into Liberia's jurisdictional waters:

- a. where the violation arises from any vessel, the owner and master of the vessel shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both;
- b. charterers of any vessel, or their servants or agents, shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both;
- c. where the violation 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, shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both;
- d. where the violation arises from any terminal, or offshore platform, structures and installation, the owner and master, or the person in charge of the terminal, or offshore platform, structures and installation, shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both;
- e. where the violation arises from any place on land, the owner and occupier of the land, and any person who has caused or contributed to the violation, shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both; and
- f. where the violation arises from the exploration or exploitation 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 shall be liable and subject to a fine of not less than US \$100,000.00 or imprisonment or both.

5.8. The fines and penalties imposed under sub-section 5.7 of these Regulations are without prejudice to the Government of Liberia, or any other persons for compensation for pollution damage against the owners/operators and his insurers or agents.

### **5.9: Duty to Report Incidents of Pollution**

5.9.1. The master or other person having charge of any ship involved in an incident in Liberia's jurisdictional waters shall report the particulars of such incident without delay and to the fullest extent possible in accordance with the provisions of protocol I of MARPOL.

5.9.2. In the event of the ship referred to in sub-section 5.9.1 is abandoned, or in the event of a report from such a ship being incomplete or unobtainable, the owner, charterer, manager or operator of the ship, or their agent shall, to the fullest extent possible, assume the obligations placed upon the master under the provisions of these Regulations.



5.9.3. Failure to file the report as required under sub-sections 5.9.1 or 5.9.2, the master, the owner, charterer, manager or operator of the ship, or their agent shall each be subject to a fine of US \$5,000.00 upon notice from the Commissioner.

## **5.10: Noxious Liquid Substance in Bulk**

5.10.1. No liquid substance in bulk which has not been categorized under MARPOL Annex II shall be loaded or unloaded by a vessel in any Liberian port unless authorized by the Authority.

5.10.2. In granting such authorization, the Authority, in consultation with the flag State and Competent Authority of the port of loading or unloading, shall establish and agree on a provisional assessment for the proposed operation based on the guidelines under MARPOL Annex II.

5.10.3. On request of the ship's master, the Authority may grant an exemption for a prewash where it is satisfied that:

- a. the unloaded tank is to be reloaded with the same substance or another substance compatible with the previous one and that the tank will not be washed or ballasted prior to loading; or
- b. the unloaded tank is neither washed nor ballasted at sea. The prewash in accordance with the applicable provision of MARPOL Annex II shall be carried out at another port provided that it has been confirmed in writing that a reception facility at that port is available and is adequate for such a purpose; or
- c. the cargo residues will be removed by a ventilation procedure approved by the flag State in accordance with MARPOL Annex II.

## **5.11: Provision of Port Reception Facility**

5.11.1. Every port or terminal, jetty, shipyard, recycling facility or offshore installation within Liberia's jurisdictional waters shall have adequate facilities for the reception of wastes from oil tankers and other ships as specified under the International Convention for the Prevention of Pollution from Ships, International Convention for the Control and Management of Ships' Ballast Water and Sediments, 2004, International Convention on the Control of Harmful Anti-Fouling Systems on Ships, 2001, Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009, and other applicable international conventions.

5.11.2. The Authority shall approve the adequacy of any port reception facilities in accordance with the relevant provisions of applicable international conventions.

5.11.3. The port or terminal, jetty, shipyard, recycling facility or offshore installation providing port reception facilities or a person providing such facilities, may charge for the use of such facilities at such rates and may impose such conditions in respect of the use thereof as approved by the Authority.

5.11.4. Where the Commissioner or the Deputy Commissioner duly appointed for this purpose is satisfied that there are no adequate port reception facilities at any port in Liberia, or that the facilities available at such port are not adequate for enabling ships calling at such port to comply with the requirements of this section, may, after consultation with a person in charge of such port or terminal, jetty, shipyard, recycling facility or offshore installation, direct by order, in writing, to provide or arrange for the provision of such port reception facilities as may be specified in the order.



5.11.5. The Commissioner shall periodically publish the list of ports in Liberia with adequate port reception facilities.

5.11.6. The port or terminal, jetty, shipyard, recycling facility or offshore installation that fails to comply with sub-section 5.11.1 shall be subject to a fine not exceeding US \$50,000.00.

5.11.7. Every master of a ship shall deposit any waste, excluding nuclear and radioactive wastes carried by the ship, in a port reception facility provided at the port, terminal, jetty, shipyard or offshore installation designated for such types of waste.

5.11.8. A master who fails to deposit waste carried onboard in a designated port reception facility shall be subject to a fine of US \$100,000.00.

## **5.12: Air Pollution**

5.12.1. Suppliers of bunker fuel oil to vessels at any point in Liberia's jurisdictional waters shall ensure that the fuel oil quality complies with MARPOL Annex VI.

5.12.2. A ship found not to be in compliance with the standards for compliant fuel oils set forth in MARPOL Annex VI, shall be required to:

- a. present a record of the actions taken to attempt to achieve compliance; and
- b. provide evidence that it attempted to purchase compliant fuel oil in accordance with its voyage plan and, if it was not made available where planned, that attempts were made to locate alternative sources for such fuel oil and that despite those best efforts to obtain compliant fuel oil, no such fuel oil was made available for purchase.

5.12.3. The Commissioner shall cause an investigation to be conducted, taking into account all relevant circumstances and the evidence presented, to determine the appropriate action to take. The Commissioner shall inform the State whose jurisdiction a bunker delivery note was issued of cases of delivery of non-compliant fuel oil, giving all relevant information.

5.12.4. Where a ship cannot purchase compliant fuel, the master shall notify the Authority within 48 hours prior to entering Liberia's jurisdictional waters.

5.12.5. All supplier(s) of bunker fuel oil to vessel(s) at any point in Liberia's jurisdictional waters shall register with the Authority. The suppliers shall provide the bunker delivery note and sample and certify that the fuel oil meets the requirements of MARPOL Annex VI.

5.12.6. All supplier(s) shall retain a copy of the bunker delivery note for at least three (3) years for inspection and verification by the Authority.

5.12.7. Any supplier who is found to deliver fuel oil that does not comply with MARPOL Annex VI or what is stated on the bunker delivery note shall be subject to a fine of US \$100,000.00 suspension or revocation of license or imprisonment, or a combination of the above penalties.

5.12.8. The Authority shall inform the IMO and the flag State of any foreign ship receiving fuel oil found to be not compliant with the requirements of MARPOL Annex VI.



## **Section 6: Load Lines and Loading**

6.1. All ships within Liberia's jurisdictional waters shall comply with the International Convention on Load Lines, 1996, as modified by the 1988 Protocol relating thereto, as amended (Load Lines Convention), where applicable.

6.2. Any Ship to which the Load Lines Convention applies when in a port or any point in Liberia's jurisdictional waters shall not proceed or attempt to proceed to sea unless—

(a) the ship has been surveyed, marked, and provided with an International Load Line Certificate or, where appropriate, an International Load Line Exemption Certificate, and

(b) the ship complies with the conditions of assignment of its load line.

6.3. Where a ship to which the Load Line Convention applies is within any port in Liberia and is marked with load lines, the ship shall not be so loaded that the appropriate load lines on the sides of the ship corresponding to the season of the year is submerged at any time when the ship puts to sea, during the voyage or on arrival.

6.4. Where a ship to which the Load Line Convention applies has been issued an International Load Line Exemption Certificate, it shall comply with any conditions stipulated in the exemption certificate.

6.5. The master or owner of a ship that proceeds or attempts to proceed to sea in violation of this section shall be liable to a fine not exceeding US 100,000.00 or imprisonment for a term not exceeding two years or both. Further, the ship shall be detained until it is surveyed, marked, or has rectified all deficiencies.

## **Section 7: Tonnage Measurement**

7.1. All ships within Liberia's jurisdictional waters shall comply with the International Convention on Tonnage Measurement of Ships, 1969 (Tonnage Convention), where applicable.

7.2. Every ship to which the Tonnage Convention applies shall not proceed or attempt to proceed to sea from any port or point in Liberia's jurisdictional waters unless:

(a) the ship carries a valid International Tonnage Certificate in accordance with the Tonnage Convention; and

(b) the main characteristics of the ship correspond to the data given in the certificate.

## **Section 8: Manning**

8.1. All seafarers serving onboard any ship within Liberia's jurisdictional waters shall comply with the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention), where applicable.



8.2. Every ship shall be sufficiently and efficiently manned in accordance with its safe manning document.

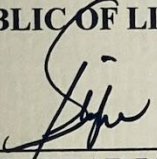
8.3. All seafarers serving on a ship in a port or point within Liberia's jurisdictional waters must have appropriate certificate (s) or valid dispensation or provide documentary proof that an application for an endorsement has been submitted to the flag state.

8.4. The owner or master of a ship that goes to sea or attempts to go to sea without carrying such officers and other seafarers as prescribed in its manning documents shall be liable to a fine not exceeding US 50,000.00, or imprisonment for a term not exceeding six months or both. Further, the vessel shall be detained until the deficiency is rectified.

**SECTION 9: EFFECTIVE DATE**

9.1 These Regulations shall take effect as of the date of publication.

GIVEN UNDER MY HANDS, THIS 3<sup>rd</sup> DAY OF April  
A.D. 2024, IN THE CITY OF MONROVIA, MONTSERRADO COUNTY  
THE REPUBLIC OF LIBERIA

  
\_\_\_\_\_  
CLLR. NETO ZARZAR LICHE, ~~SECRETARY~~  
COMMISSIONER/CEO  
LIBERIA MARITIME AUTHORITY

