

	400GT other than an oil tanker		
Reg.1 5(7)	A Nigerian Ship entering the Antarctic	Unless (i) fitted with a tank that can retain on board, all sludge dirty ballast, tank washing water and other oily residues and mixtures while operating in the Antarctic (ii) Arrangements have been concluded to have such oily residues and mixtures discharged into a reception facility after the ship has left the Antarctic	Upon conviction, the Ship owner and Master of the Ship shall be liable to a fine of not less than Ten Million Naira (N10,000,000) each
Reg.1 7(3)	Carrying Ballast water in cargo tanks	Except: (i) on voyages where the weather conditions are so severe that in the master's opinion, it is vital to carry additional ballast water in the cargo tanks for the ship's safety (ii) where owing to the nature of the operation of the oil tanker in question, it is important to carry ballast water in excess of the prescribed quantity subject to approval by NIMASA	Upon conviction, the Ship owner and Master of the Ship shall be liable to a fine of not less than Ten Million Naira (N10,000,000) each
Reg.1 7(4)	Carrying unwashed additional ballast in a new crude oil tanker		Upon conviction, the Ship owner and Master of the Ship shall be liable to a fine of not less than Ten Million Naira (N10,000,000) each
Reg.3 1(2)	Discharge of at least 15ppm of oil or oily mixture into the sea from an Offshore Installation	Unless as approved by the Government of the area where it is contemplated that the discharge will occur when such discharge is for the purpose of combating specific pollution incidents to mitigate damage	Upon conviction, the Ship owner and Master of the Ship shall be liable to a fine of not less than Ten Million Naira (N10,000,000) each
Reg.3 2(1)	Failure to carry on board an approved Shipboard Oil Pollution Emergency Plan	Unless the vessel is an oil tanker weighing less than 150GT	