

# **Prevention of Pollution of the Sea (Amendment) Bill**

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**Bill No: 16/1981**

*Read the first time: 15th June 1981*

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## **Prevention of Pollution of the Sea (Amendment) Bill**

**Bill No. 16/1981**

*Read the first time on 15th June 1981.*

An Act to amend the Prevention of Pollution of the Sea Act, 1971 (No. 3 of 1971).

Be it enacted by the President with the advice and consent of the Parliament of

Singapore, as follows: —

### **Short title and commencement**

1. This Act may be cited as the Prevention of Pollution of the Sea (Amendment) Act, 1981, and shall come into operation on such date as the Minister may, by notification in the *Gazette*, appoint.

### **Amendment of section 2**

2. Section 2 of the Prevention of Pollution of the Sea Act, 1971 (referred to in this Act as the principal Act) is amended —

- (a) by deleting the words “sections 13, 14, 15 and 16 of” in the definition of “appointed authority” in subsection (1);
- (b) by deleting the definition of “vessel” in subsection (1) and substituting the following definition: —

““vessel” includes any ship, boat, air-cushioned vehicle, floating rig or platform used in any form of operations at sea or any other description of vessel.”; and

- (c) by inserting, immediately after subsection (5), the following subsection: —

“(6) Any reference in this Act to the discharge or escape of any oil from a vessel or place on land shall be construed as a reference to the discharge or escape of the oil from the vessel or place on land at any place in or outside the area of Singapore and the reference to the area of Singapore shall include the territorial waters of Singapore.”.

### **New sections 14 and 15**

3. The principal Act is amended by inserting, immediately after section 13, the following sections: —

#### **“Recovery of costs for removing oil**

14.—(1) If any oil or mixture containing oil is discharged or escapes from any vessel into Singapore waters or into the sea outside the territorial limits of Singapore and such oil subsequently flows or drifts into Singapore waters, the owner of the vessel shall be liable for the costs of any measure reasonably taken by the appointed authority after the discharge or escape for the purpose of removing the same and for preventing or reducing any damage caused in Singapore by contamination resulting from the discharge or escape.

(2) Where the oil or mixture containing oil is discharged or escapes from two or more vessels and a liability is incurred under this section by the owner of each of