



## REQUIREMENTS FOR SHIP-TO-SHIP OPERATIONS TO PREVENT ILLEGAL OPERATIONS BY THE “DARK FLEET” OR “SHADOW FLEET” (NMA\_C55.2025. Rev.0)

### (a) DEFINITION:

The following abbreviations stand for:

1. “DPA” – Designated Person Ashore
2. “GT” – Gross Tonnage
3. “IMO” – International Maritime Organization
4. “ISM” – The International Safety Management Code
5. “MSC” – Maritime Safety Committee
6. “MARPOL” – International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978
7. “SOLAS” – International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended
8. “STS” – Ship-to-ship

The term “**Administration**” refers to the Nauru Maritime Administration.

### (b) PURPOSE:

The circular draws your attention to Resolution A.1192(33), adopted by the 33<sup>rd</sup> session of the IMO Assembly on 06 December 2023 urging member States to promote actions to prevent illegal maritime operations by the “Dark Fleet” or “Shadow Fleet”.

### (c) REFERENCES:

1. [IMO Resolution A.1192\(33\)](#)

### (d) APPLICATION:

All Nauru-flagged Oil Tankers of 150 GT and above, engaged in the transfer of oil cargo between oil tankers (STS operations) wherever they are located.

### (e) REQUIREMENTS:

1. Shipowners, managers operators and masters of Nauru-flagged oil tankers are thus reminded to adhere to safety and pollution prevention requirements in IMO Conventions, especially SOLAS Chapter V Regulations 19 & 19-1 and MARPOL Annex I Chapter, and comply with safe shipping standards.
2. MARPOL Annex I Chapter 8 requires any oil tanker involved in STS operations to carry on board an approved STS operations plan. Where the STS operations are planned within the territorial sea, or exclusive economic zone of a MARPOL member State, the oil tanker is required to notify that member State in advance of the planned STS operations.
3. Nauru-flagged Oil Tankers planning to engage in mid-ocean STS operations are requested to update the ship’s STS operations plan to include a notification, with the following information, to [tech@naurumaritime.com](mailto:tech@naurumaritime.com) at least forty-eight (48) hours prior to carrying out the mid-ocean STS operations:

3.1. For the Nauru-flagged oil tanker:

- 3.1.1. Ship Name
- 3.1.2. IMO Number
- 3.1.3. ISM Manager (DPA)
- 3.1.4. Date & Time (UTC) & Geographical location of commencement of planned STS operation
- 3.1.5. Type (receive or discharge) & Mode (anchored or underway) of STS operation
- 3.1.6. Type of oil & quantity
- 3.1.7. Confirmation that an approved STS operations plan is in place

3.2. For the other oil tanker:

- 3.2.1. Ship Name
- 3.2.2. IMO Number
- 3.2.3. Ship's flag
- 3.2.4. ISM Manager (DPA)

- 4. In the event that the STS operation is carried out between two Nauru-flagged oil tankers, both vessels must notify the STS transfer operation in accordance to subsection 3.1 above.
- 5. If the estimated time of arrival of an oil tanker at the location or area for the STS transfer operation changes by more than six hours or cancelled, the shipowner, master, or DPA must immediately inform the Administration at [tech@naurumaritime.com](mailto:tech@naurumaritime.com)
- 6. All Nauru-flagged oil tankers of 150GT and above engaged in STS transfer operations shall ensure that the AIS and LRIT are working properly.
- 7. Nauru-flagged oil tankers are prohibited to engage in STS transfer operations with any vessel sanctioned by UN, US, UK, EU and any other sanctioned programs recognized by the Administration.
- 8. Nauru-flagged vessels that fail to comply with the above may have their vessel registration cancelled.