

[LEGAL NOTICE NO. ]

MARITIME TRANSPORT DECREE 2013  
(DECREE NO. 20 OF 2013)

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**Maritime (Bunker) Regulations 2015**

IN exercise of the powers conferred upon me by section 240 (2) (*hh*) of the Maritime Transport Decree 2013, I hereby make these Regulations—

PART 1—PRELIMINARY

*Short title and commencement*

1. These Regulations may be cited as the Fiji Maritime (Bunker) Regulations 2015 and shall come into force 3 months after the date of publication in the *Gazette*.

*Interpretation*

2. In these Regulations, unless the context otherwise requires,—

“Archipelagic waters” has the same meaning under section 2 of the Decree;

“Authority” means the Maritime Safety Authority of Fiji;

“Bunker oil” means any hydrocarbon mineral oil, including lubricating oil, used or intended to be used for the operation or propulsion of the ship, and any residues of such oil;

“Bunker Convention, 2001” means the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001;

“Certificate” means the insurance certificate issued by a Contracting State;

“Competent public authority” means any person or organization that has the legally delegated or invested authority, capacity, or power to perform a designated function;

“Contracting State” means a State who is a party to the Bunker Convention, 2001;

“Chief Executive Officer” means the Chief Executive Officer of the Authority;

“Civil Liability Convention” means the International Convention on Civil Liability for Oil Pollution Damage, 1992, as amended;

“Decree” means the Maritime Transport Decree 2013;

“Exclusive economic zone” has the same meaning under section 2 of the Decree;

“Enforcement and Compliance Officer” has the same meaning under section 2 of the Decree;

“Fiji ship” shall have the same meaning as in the Ship Registration Decree 2013;

“Foreign ship” has the same meaning under section 2 of the Decree;

“Gross tonnage” means gross tonnage calculated in accordance with the tonnage measurement regulations contained in Annex 1 of the International Convention on Tonnage Measurement of Ships, 1969;

“Incident” means any occurrence or series of occurrences having the same origin, which causes pollution damage or creates a grave and imminent threat of causing such damage;

“Minister” has the same meaning under section 2 of the Decree;

“Organization” means the International Maritime Organization;

“Person” means any individual or partnership or any public or private body, whether corporate or not, including a State or any of its constituent subdivisions;

“Pollution damage” means –

(a) loss or damage caused outside the ship by contamination resulting from the escape or discharge of bunker oil from the ship, wherever such escape or discharge may occur, provided that compensation for impairment of the environment other than loss of profit from such impairment shall be limited to costs of reasonable measures of reinstatement actually undertaken or to be undertaken; and

(b) the costs of preventive measures and further loss or damage caused by preventive measures;

“Port” has the same meaning under section 2 of the Decree;

“Port State Control Officer” has the same meaning under section 2 of the Decree;

“Preventive measures” means any reasonable measures taken by any person after an incident has occurred to prevent or minimize pollution damage;

“Registered owner” means the person or persons registered as the owner of the ship or, in the absence of registration, the person or persons owning the ship. However, in the case of a ship owned by a State and operated by a company which in that State is registered as the ship’s operator, “registered owner” shall mean such company;

“Secretary-General” means the Secretary-General of the Organization;

“Ship” means any seagoing vessel and seaborne craft, of any type whatsoever;

“Shipowner” means the owner, including the registered owner, bareboat charterer, manager and operator of the ship;

“State of the ship’s registry” means, in relation to a registered ship, the State of registration of the ship and, in relation to an unregistered ship, the State whose flag the ship is entitled to fly; and

“Territorial sea of Fiji or territorial sea” has the same meaning under section 2 of the Decree.

#### *Application*

3. — (1) These Regulations shall apply to —

(a) pollution damage caused –

(i) in the territory, including the archipelagic waters and the territorial sea, of Fiji; and

(ii) in the exclusive economic zone of Fiji;

(b) preventive measures, wherever taken, to prevent or minimize such damage.

(2) These Regulations shall not apply to —

(a) pollution damage as defined in the Civil Liability Convention, whether or not compensation is payable in respect of it under that Convention.

(b) except as provided in sub-regulation (3), warships, naval auxiliary or other ships owned or operated by the State and used, for the time being, only on Government non-commercial service.

(3) The Authority may decide to apply this Regulation to its warships or other ships described in sub-regulation (2) (b), in which case, the Minister shall notify the Secretary-General thereof specifying the terms and conditions of such application.

(4) With respect to ships owned by the State and used for commercial purposes, Fiji shall be subject to suit in the jurisdictions set forth in regulation 25 and shall waive all defences based on its status as a sovereign State.

## PART 2—LIABILITY UNDER BUNKER CONVENTION, 2001

### *Liability of the shipowner*

4. — (1) Except as provided in sub-regulations (3) and (4), the shipowner at the time of an incident shall be liable for pollution damage caused by any bunker oil on board or originating from the ship, provided that, if an incident consists of a series of occurrences having the same origin, the liability shall attach to the shipowner at the time of the first of such occurrences.

(2) Where more than one person is liable in accordance with sub-regulation (1), their liability shall be joint and several in accordance with Part 6 of the Decree.

(3) No liability for pollution damage shall attach to the shipowner if the shipowner proves that:

(a) the damage resulted from an act of war, hostilities, civil war, insurrection or a natural phenomenon of an exceptional, inevitable and irresistible character; or

(b) the damage was wholly caused by an act or omission done with the intent to cause damage by a third party; or

(c) the damage was wholly caused by the negligence or other wrongful act of any Government or other authority responsible for the maintenance of lights or other navigational aids in the exercise of that function.

(4) If the shipowner proves that the pollution damage resulted wholly or partially either from an act or omission done with intent to cause damage by the person who suffered the damage or from the negligence of that person, the shipowner may be exonerated wholly or partially from liability to such person.

(5) No claim for compensation for pollution damage shall be made against the shipowner otherwise than in accordance with this regulation.

(6) Subject to sub-regulation (7), no claim for compensation for damage under these Regulations or otherwise may be made against –

(a) the servants or agents of the shipowner or the members of the crew;

(b) the pilot or any other person who, without being a member of the crew, performs services for the ship;

(c) any person performing salvage operations with the consent or on the instructions of the shipowner or on the instructions of a competent person so authorized by the Authority;

(d) any person taking preventive measures; and

(e) the servants or agents of persons mentioned in paragraphs (c) and (d) above;

provided that the damage did not result from their personal act or omission, committed with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

(7) Nothing in these Regulations shall prejudice any right of recourse of the shipowner which exists independently of these Regulations.

*Incidents involving two or more ships*

5. When an incident involving two or more ships occurs and pollution damage results therefrom, the shipowners of all the ships concerned, unless exonerated under regulation 4, shall be jointly and severally liable for all such damage which is not reasonably separable in accordance with Part 6 of the Decree.

*Limitation of liability*

6. — (1) Where the shipowner incurs liability under regulation 4, the shipowner and the person (s) providing insurance or other financial security may limit their liability in accordance with Part 5 of the Decree, but in all cases, not exceeding the amount calculated in accordance with the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976.

(2) Sub-regulation (1) shall not apply where pollution damage results from the personal act or omission of the shipowner, committed with the intent to cause such damage, or recklessly and with knowledge that such damage would probably result.

PART 3— COMPULSORY INSURANCE RELATING TO LIABILITY FOR POLLUTION  
DAMAGE

*Compulsory insurance or financial security*

7. — (1) The registered owner of a ship having a gross tonnage greater than 1000 shall maintain insurance or other financial security, such as the guarantee of a bank or similar financial institution, to cover the liability of the registered owner for pollution damage in an amount equal to the limits of liability not exceeding the amount calculated in accordance with Part 5 of the Decree but in all cases, not exceeding the amount calculated in accordance with the Protocol of 1996 to amend the Convention on Limitation of Liability for Maritime Claims, 1976.

(2) A certificate attesting that insurance or other financial security is in force in accordance with the provisions of these Regulations shall be issued by the Authority to each ship after the Authority has determined, in accordance with regulation 17 (1), that the requirements of sub-regulation (1) have been complied with.

(3) With respect to a foreign ship –

(a) registered in a Contracting State, such certificate may be accepted by the Authority if the certificate is issued or certified by the appropriate authority of that State; or

(b) registered in a State who is not a party to the Bunker Convention, 2001, the Authority may –

(i) subject to Part 4 of these Regulations, issue the certificate if such ship calls at a port in its territory or arrives at or departs an offshore facility in its territorial waters; or

(ii) accept the certificate if the certificate is issued by the appropriate authority or delegated authority of a Contracting State.

(4) For the purpose of sub-regulation (3) (b) (i), the certificate issued by the Authority shall be in English with a copy of the certificate retained by the Authority.

(5) An insurance or other financial security shall not satisfy the requirements of this regulation if it can cease, for reasons other than the expiry of the period of validity of the insurance or security specified in the certificate under sub-regulation (2), before three months have elapsed from the date on which notice of its termination is given to the Authority, unless the certificate has been surrendered to the Authority or a new certificate has been issued within the said period.

(6) Sub-regulation (5) shall similarly apply to any modification which results in the insurance or security no longer satisfying the requirements of this regulation.

(7) Nothing in these Regulations shall be construed as preventing the Authority from relying on information obtained from other States or the Organization or other international organizations relating to the financial standing of providers of insurance or financial security for

the purposes of this regulation. In such cases, the Authority in relying on such information is not relieved of its responsibility as a State issuing the certificate required by sub-regulation (2).

(8) Certificates issued or certified under sub-regulation (3) shall be accepted by the Authority for the purposes of these Regulations and shall be regarded by the Authority as having the same force as certificates issued or certified by them even if issued or certified in respect of a ship not registered in a Contracting State.

(9) The Authority may at any time request consultation with the issuing or certifying authority or State should it believe that the insurer or guarantor named in the insurance certificate is not financially capable of meeting the obligations imposed by these Regulations.

*Delegation of authority*

8. — (1) The Authority may authorize either an institution or an organization recognized by it to issue the certificate referred to in regulation 7 (2) on terms and conditions as it deems fit.

(2) Such institution or organization shall inform the Authority of the issue of each certificate.

(3) In all cases, the Authority shall fully guarantee the completeness and accuracy of the certificate so issued and shall undertake to ensure the necessary arrangements to satisfy this obligation.

(4) The Minister shall notify the Secretary-General of –

(a) the specific responsibilities and conditions of the authority delegated to an institution or organization recognized by the Authority;

(b) the withdrawal of such authority; and

(c) the date from which such authority or withdrawal of such authority takes effect.

(5) An authority delegated under sub-regulation (4) (a) shall not take effect prior to three months from the date on which notification to that effect was given to the Secretary-General.

(6) The institution or organization authorized to issue certificates in accordance with this regulation shall, as a minimum, be authorized to withdraw these certificates if the conditions under which they have been issued are not maintained.

(7) In accordance with sub-regulation (6), the institution or organization shall report such withdrawal to the Authority.

*Rights of third parties against insurers*

9. — (1) Any claim for compensation for pollution damage may be brought directly against the insurer or other person providing financial security for the registered owner's liability for pollution damage.

(2) In such a case, the defendant may invoke the defences (other than bankruptcy or winding up of the shipowner) which the shipowner would have been entitled to invoke, including limitation pursuant to regulation 6.

(3) Furthermore, even if the shipowner is not entitled to limitation of liability in accordance with regulation 6, the defendant may limit liability to an amount equal to the amount of the insurance or other financial security required to be maintained in accordance with regulation 7 (1).

(4) Moreover, the defendant may invoke the defence that the pollution damage resulted from the willful misconduct of the shipowner, but the defendant shall not invoke any other defence which the defendant might have been entitled to invoke in proceedings brought by the shipowner against the defendant.

(5) The defendant shall in any event have the right to require the shipowner to be joined in the proceedings.

*Ships must carry insurance certificate when entering or departing ports in Fiji etc.*

10. A Fiji ship or a ship shall not enter or depart or attempt to enter or depart –

(a) a port in Fiji; or

(b) an offshore facility in its archipelagic waters or territorial sea;

if the ship does not have on board an insurance certificate issued under regulation 17 (1).

*Ships registered in Fiji must carry insurance certificate when in operation*

11. — (1) A person commits an offence under regulation 10 if –

(a) the person is the registered owner or master of a ship; and

(b) at the time the ship is in operation, the ship does not have on board an appropriate insurance certificate for the ship, that is in force.

(2) An offence under sub-regulation (1) is an offence of strict liability and any persons referred to in sub-regulation (1) (a) is liable upon conviction –

(a) in the case of the registered owner,—

(i) if an individual, to a fine not exceeding **[\$10,000]** or imprisonment for a term not exceeding **[2 years]**, or both;

(ii) if a corporate body, to a fine not exceeding **[\$40,000]**; or

(b) in the case of a master, to a fine not exceeding **[\$10,000]** or imprisonment for a term not exceeding **[2 years]**, or both.

(3) Sub-regulation (1) does not apply if –

- (a) an appropriate insurance certificate for the ship is in force at the time referred to in sub-regulation (1) (b); and
- (b) the issuer of the certificate has notified the Secretary-General that it maintains records in an electronic form that attest to the existence of the certificate; and
- (c) the records are accessible to all Contracting States.

*Foreign Ship must carry insurance certificate when entering or departing ports in Fiji etc.*

12. A foreign ship or a ship shall not enter or depart or attempt to enter or depart –

(a) a port in Fiji; or

(b) an offshore facility in the archipelagic waters or the territorial sea of Fiji;

if the ship does not have on board an insurance certificate complying with the particulars of regulation 18 and showing that there is in force in respect of the ship a contract of insurance or other financial security in accordance with the provisions of regulation 7 (3).

*Foreign ship must carry insurance certificate when in operation*

13. — (1) A person commits an offence under regulation 12 if –

(a) the person is the registered owner or master of a ship; and

(b) the ship –

(i) enters or departs a port in Fiji; or

(ii) arrives at or departs an offshore facility in the archipelagic waters or the territorial sea of Fiji; and

(c) at the time the ship does so, the ship does not have on board an appropriate insurance certificate for the ship, that is in force.

(2) An offence under sub-regulation (1) is an offence of strict liability and any persons referred to in sub-regulation (1) (a) is liable upon conviction –

(a) in the case of an registered owner,—

(i) if an individual, to a fine not exceeding **[\$20,000]** or imprisonment for a term not exceeding **[2 years]**, or both;

(ii) if a corporate body, to a fine not exceeding **[\$100,000]**; or

(b) in the case of a master, to a fine not exceeding **[\$20,000]** or imprisonment for a term not exceeding **[2 years]**, or both.

(3) Sub-regulation (1) does not apply if –

(a) an appropriate insurance certificate for the ship is in force at the time referred to in sub-regulation (1) (c); and

(b) the issuer of the certificate has notified the Secretary-General that it maintains records in an electronic form that attest to the existence of the certificate; and

(c) the records are accessible to all Contracting State.

*Ships not required to carry insurance certificate*

14. — (1) The Minister may notify the Secretary-General that, for the purposes of regulation 7 (1), ships are not required to carry on board or to produce the certificate, when entering or departing ports or arriving at or departing from offshore facilities in its territory including archipelagic waters and the territorial sea, provided that the Minister has notified the Secretary-

General that it maintains records in an electronic format, accessible to all Contracting States, attesting the existence of the certificate and enabling Fiji to discharge its obligations under this regulation.

(2) If insurance or other financial security is not maintained in respect of a foreign ship, the provisions of this regulation relating thereto shall not be applicable to such ship, but the ship shall carry a certificate issued by the appropriate authority of the State of the ship's registry stating that the ship is owned by that State and that the ship's liability is covered within the limit prescribed in accordance with regulation 7 (1).

(3) A certificate issued in accordance with sub-regulation (2) shall reflect as closely as possible the form prescribed by regulation 18.

#### PART 4—APPLICATION, ISSUE AND CANCELLATION OF INSURANCE CERTIFICATE

##### *Application for certificate*

15. — (1) A person may apply to the Authority for the issue of a certificate for a ship that is registered –

(a) in Fiji; or

(b) in a State who is not a party to the Bunker Convention, 2001.

(2) The following documents are to be submitted together with the application –

(a) a notarized copy of the flag certificate showing the name of ship, distinctive number or letters and port of registry;

(b) a notarized copy of the certificate of ownership showing the name and principal place of business of the registered owner; and

(c) receipt of payment of application fee.

(3) In addition to the documents required under sub-regulation (2), evidence of the following information are to be submitted with the application –

(a) IMO ship identification number;

(b) type and duration of security;

(c) name and principal place of business of insurer or other person giving security and, where appropriate, place of business where the insurance or security is established; and

(d) period of validity of the certificate which shall not be longer than the period of validity of the insurance or other security.

(4) The fees payable on an application for a certificate is [FJD\$500.00] exclusive of tax.

*Form of application*

16. An application must be –

(a) in accordance with the form approved by the Authority; and

(b) accompanied by the fee prescribed in regulation 15 (4).

*Decision on application*

17. — (1) If the Authority is satisfied that the registered owner of the ship is maintaining insurance or other financial security for the ship in an amount that will cover the limits of liability referred to in regulation 7 (1), it shall issue a certificate for the ship within 10 working days of submission of application.

(2) If the Authority is not so satisfied that the person providing the insurance will be able to meet his obligations thereunder or whether the insurance or other security will cover the registered owner's liability, it shall refuse to issue a certificate for the ship.

*Form of certificate*

18. — (1) A certificate issued in accordance with sub-regulation (2) shall be in the form set out in **SCHEDULE 1** and shall contain the following particulars –

(a) name of ship, distinctive number or letters and port of registry;

(b) name and principal place of business of the registered owner;

(c) IMO ship identification number;

(d) type and duration of security;

(e) name and principal place of business of insurer or other person giving security and, where appropriate, place of business where the insurance or security is established; and

(f) period of validity of the certificate which shall not be longer than the period of validity of the insurance or other security.

(2) A certificate issued under sub-regulation (1) –

(a) comes into force on the day specified in the certificate; and

(b) remains in force for the period specified in the certificate.

(3) The period of validity referred to sub-regulation (2) (b) shall not be longer than the period of validity of the insurance or other financial security.

*Cancellation of Certificate*

19. — (1) Notwithstanding regulation 18 (2) (b), the Chief Executive Officer may cancel a certificate issued under these Regulations if he is satisfied that the registered owner of the ship is no longer able to maintain his insurance or other financial security for the ship in an amount that will cover the limits of liability specified in regulation 7 (1).

(2) The Authority shall give notice of the cancellation to –

(a) the registered owner of the ship; and

(b) the master (if any) of the ship; and

(c) if, when the certificate was issued, the ship was registered in a State who is not a party to the Bunker Convention, 2001, that State.

(3) The cancellation takes effect on the day specified in the notice of cancellation.

*Certificate ceasing to be in force*

20. A certificate issued under regulation 18 immediately ceases to be in force if, when the certificate was issued –

(a) the Fiji ship ceases to be registered in Fiji; or

(b) in relation to a foreign ship registered in a State who is not a party to the Bunker Convention, 2001, the ship ceases to be registered in that country or when that country becomes a Contracting State.

PART 5—PORT STATE AND FLAG STATE CONTROL

*Port State Control Officer or Enforcement and Compliance Officer may require insurance certificate to be produced*

21. — (1) A Port State Control Officer or an Enforcement and Compliance Officer may require the master or other person in charge of a ship to produce to the officer an appropriate insurance certificate for the ship that is in force if –

- (a) for a ship that is registered in Fiji, the ship is in Fiji; or
- (b) for any other ship, the ship is at a port in Fiji or at an offshore facility in the archipelagic waters or territorial sea of Fiji.

(2) A person commits an offence if –

- (a) the person is subject to a requirement under sub-regulation (1); and
- (b) the person fails to comply with the requirement.

(3) An offence under sub-regulation (1) is an offence of strict liability and any persons referred to in sub-regulation (2) is liable upon conviction –

(a) in the case of the registered owner,—

- (i) if an individual, to a fine not exceeding **[\$2,000]** or imprisonment for a term not exceeding **[2 years]**, or both;
- (ii) if a corporate body, to a fine not exceeding **[\$20,000]**; or

(b) in the case of a master, to a fine not exceeding **[\$2,000]** or imprisonment for a term not exceeding **[2 years]**, or both.

*Port State Control Officer or Enforcement and Compliance Officer may detain ships*

22. — (1) A Port State Control Officer or an Enforcement and Compliance Officer may detain a ship in relation to regulations 10, 12 and 21 if the Officer has reasonable grounds to believe that,

at the time the ship attempts to leave the port, there is not an appropriate insurance certificate for the ship that is in force.

(2) The Port State Control Officer or Enforcement and Compliance Officer may detain the ship until the certificate is produced to the Officer or the Officer is satisfied that the certificate has been obtained.

(3) A person commits an offence if –

(a) the person is the registered owner or master of a ship to which this Part applies; and

(b) an Officer has detained the ship under sub-regulation (1) in a port in Fiji; and

(c) the ship departs the port while it is under detention.

(4) An offence under sub-regulation (3) is an offence of strict liability and any persons referred to in sub-regulation (3) is liable upon conviction –

(a) in the case of the registered owner,—

(i) if an individual, to a fine not exceeding **[\$30,000]** or imprisonment for a term not exceeding **[2 years]**, or both;

(ii) if a corporate body, to a fine not exceeding **[\$80,000]**; or

(b) in the case of a master, to a fine not exceeding **[\$30,000]** or imprisonment for a term not exceeding **[2 years]**, or both.

## PART 6— MISCELLANEOUS PROVISIONS APPLYING TO THE REGULATIONS

### GENERALLY

#### *Limitation of proceedings*

23. The prosecution under the Magistrate Court or the High Court for an offence against these Regulations shall be in accordance with section 253 of the Decree.

*Time limits*

24. — (1) Rights to compensation under these Regulations shall be extinguished unless an action is brought thereunder within three years from the date when the damage occurred.

(2) However, in no case shall an action be brought more than six years from the date of the incident which caused the damage.

(3) For the purpose of sub-regulation (2), where the incident consists of a series of occurrences, the six-years' period shall run from the date of the first such occurrence.

*Jurisdiction*

25. — (1) Where an incident has caused pollution damage in the territory, including the archipelagic waters, territorial sea or the exclusive economic zone, of one or more Contracting States, or preventive measures have been taken to prevent or minimize pollution damage in such territory, including the archipelagic waters, territorial sea or the exclusive economic zone, or in such area, actions for compensation against the shipowner, insurer or other person providing security for the shipowner's liability may be brought only in the courts of any such Contracting States.

(2) Reasonable notice of any action taken under sub-regulation (1) shall be given to each defendant.

(3) The High Court of Fiji has jurisdiction, under section 18 (2) of the High Court Act (Cap 13), to entertain actions for compensation under these Regulations.

*Submission to jurisdiction*

26. — (1) In any proceedings brought in a court in Fiji to enforce a claim in respect of a liability incurred under the applied provisions, the Contracting State is taken to –

(a) have submitted to the jurisdiction of that court; and

(b) have waived any defence based on its status as a sovereign country.

*Recognition and enforcement*

27. — (1) Any judgment given by a Court with jurisdiction in accordance with regulation 25 upon an action for compensation against the shipowner, insurer or other person providing security for the shipowner's liability where it is no longer subject to ordinary forms of review, shall be recognized in Fiji, except where the –

(a) judgment was obtained by fraud; or

(b) defendant was not given reasonable notice and a fair opportunity to present his or her case.

(2) A judgment recognized under sub-regulation (1) shall be enforceable in Fiji as soon as the formalities required in Fiji have been complied with.

(3) The formalities shall not permit the merits of the case to be re-opened.

Made this                      day of                      2015.

P. TIKODUADUA  
Minister for Infrastructure and Transport

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**SCHEDULE 1**  
*(Regulation 18)*



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

Issued in accordance with the provisions of Article 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

Name of Ship/Distinctive Number or letters  
IMO Ship Identification Number  
Port of Registry

Name and full address of the principal place of business of the registered 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 7 of the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001.

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)

OR

The following text should be used when a State Party avails itself of Article 7 (3):  
The present certificate is issued under the authority of the Government of .....  
(Full designation of the State) by .....(name of the institution or organization)

At..... On.....  
(Place) (Date)

.....  
CHIEF EXECUTIVE OFFICER