

	<p style="text-align: center;"><i>QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM</i></p> <p style="text-align: center;">Legal Register</p> <p style="text-align: center;">International Environmental Requirements (Singapore Flagged Vessels)</p>	<p>Sect: ENV Page: 1 of 20 Rev: 1.1 Appr: BMM</p>
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Introduction:

This Legal Register is designed to satisfy the basic requirements of clause 4.3.2 of ISO14001: 2004. The register comprises of a list identifying international environmental legal requirements applicable to the environmental aspects identified in relation to Grindrod Ship Management activities of its Singaporean Flagged ships and those vessels visiting Singapore.

The register does not purport to identify all legal requirements applicable to Grindrod Ship Management Office shipping activities in Singapore.

Save where referred to, maritime legal requirements contained in Singaporean flag state, national and regional legislative regimes have been included in this register.

In an effort to limit the complexity of the legal register, the legal requirements identified are presented in summary form. Reference should always be made to the full legal texts held by Grindrod Ship Management or on the Singapore MPA website for full information. This register is not intended to replace legal advice relating to any specific scenario or incident, and Grindrod Ship Management is advised to seek specific legal advice where appropriate.

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QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements (Singapore Flagged Vessels)

Sect: ENV
Page: 2 of 20
Rev: 1.1
Appr: BMM

Legislation Reference Number	Legal Requirements - Summary	Application
Act 18 of 1990 Prevention of Pollution of the Sea Act	An Act to give effect to the International Convention for the Prevention of Pollution from Ships 1973 as modified and added to by the Protocol of 1978, and to other International Agreements relating to the prevention, reduction and control of pollution of the sea and pollution from ships; to make provisions generally for the protection of the marine environment and for the prevention, reduction and control of pollution of the sea and pollution from ships and for other matters related thereto. www.mpa.gov.sg	To make provisions generally for the protection of the marine environment and for the prevention, reduction and control of pollution of the sea and pollution from ships and for other matters related thereto.
Act 33 of 1998 Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act	To give effect to the International convention on Civil Liability for Oil Pollution Damage 1992 and to the International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage 1992 and to make provisions generally for matters connected therewith. www.mpa.gov.sg	Establishment of an International Fund for Compensation for Oil Pollution Damage.
RG3 2001 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Reporting of Pollution Incidents) Regulations www.mpa.gov.sg	Singapore Government Gazette regarding the Prevention of marine pollution
RG4 2001 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Reception Facilities and Garbage Facilities) Regulations www.mpa.gov.sg	Singapore Government Gazette regarding the Prevention of marine pollution – Garbage facilities in Singapore
RG7 2001 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Garbage) Regulations www.mpa.gov.sg	Singapore Government Gazette regarding the Prevention of marine pollution – Garbage disposal at sea
RG 2004 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Hazardous and Noxious Substances Pollution preparedness, response and cooperation) Regulations 2004	Singapore Government Gazette regarding the Prevention of marine pollution – Pollution preparedness.

	<p>QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM</p> <p>Legal Register</p> <p>International Environmental Requirements</p>	<p>Sect: ENV Page: 3 of 21 Rev: 1 Appr: BMM</p>
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MPA Legislation Reference Number	Legal Requirements - Summary	Application
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QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 4 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
RG 2005 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Air) Regulations 2005	Singapore Government Gazette regarding the Prevention of marine pollution – Air pollution.
RG 2005: Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Sewage) Regulations 2005	Singapore Government Gazette regarding the Prevention of marine pollution – Sewage pollution.
RG 2006: Prevention of Pollution of the Sea Act	Prevention of Pollution of the sea (oil) Regulations 2006	Singapore Government Gazette regarding the Prevention of marine pollution – oil pollution.
RG 2006 Prevention of Pollution of the Sea Act	Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) regulations 2006	Singapore Government Gazette regarding the Prevention of marine pollution – Noxious Liquid in Bulk.
MC 10 of 1992	Prevention of Oil Pollution from Ships Operating in Special Areas	Prohibits any oil tanker or other ship of 400 gross tonnage and above from discharging any effluent through its filtering system while in a Special Area unless the system is fitted with a stopping device in accordance with paragraph (3)(b)(vi) of the same regulation. The stopping device ensures that the discharge is automatically stopped when the oil content of the effluent exceeds 15 parts per million.
MC 5 of 1997	The Merchant Shipping (Crew Accommodation) Regulations 1997	The Regulations contain provisions setting minimum standards for the location, construction, arrangement, equipment and facilities of crew accommodation on board ships.
MC 6 of 1998	The 1992 Protocol of the International Convention on Civil Liability for Oil Pollution Damage 1969	The Convention lays down the principle of strict liability for the shipowner and requires him to take out liability insurance for pollution damage caused by spills of oil from laden tankers.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 5 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
MC 10 of 1998	The Merchant Shipping (Civil Liability and Compensation for Oil Pollution) Act 1998	Set out the international rules and procedure for dealing with liability and compensation for oil pollution damage. The Conventions provide for the sharing of the costs of compensation between the shipowners and cargo interests. Compensation is initially paid by the owner, whom the CLC 69 makes strictly liable for oil pollution damage. Since CLC 69 also generally provides for limitation of the owner's liability, additional compensation is available, if needed, from the International Oil Pollution Compensation Fund
MC 8 of 1999	The Prevention of Pollution of the Sea (Oil Pollution Preparedness, Response and Co-Operation) Regulations 1999	The adoption and implementation of the International Convention on Oil Pollution Preparedness, Response and Co-operation, 1990 (OPRC Convention).
MC 15 of 1999	Annex VI (Regulations for the Prevention of Air Pollution from Ships) of MARPOL 73/78	The Protocol added a new Annex to MARPOL 73/78 i.e. Annex VI (Regulations for the Prevention of Air Pollution from Ships) which this circular briefly explains. The Annex sets the limits on emission of nitrogen oxides (NOx) from diesel engines.
MC 18 of 2003	Regulations for the Prevention of Pollution by Sewage from Ships – Annex IV of MARPOL 73/78	Ships subject to the provisions of Annex IV will be required to comply with, among other regulations, the regulations pertaining to surveys and certification, sewage discharge distance from the nearest land and sewage treatment equipment / system. A copy of Annex IV of MARPOL 73/78 is attached to this circular
SC 8 of 2004	Prevention of Pollution of the Sea (Hazardous and Noxious Substances Pollution Preparedness, Response and Co-Operation) Regulation 2004	Requires every ship of 150 GT and above certified to carry noxious liquid substances in bulk to have on board an approved Shipboard Marine Pollution Emergency Plan for Noxious Liquid Substances. Such a plan is required to be drawn up in accordance with the "Guidelines for the Development of Shipboard Marine Pollution Emergency Plans for Oil and/or Noxious Liquid Substances" adopted by IMO Resolution MEPC.85 (44).



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 6 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
SC 19 of 2004	Prevention of Pollution of the Sea (Garbage) Regulations – Revised Annex V of MARPOL 73/78	The Marine Environment Protection Committee of IMO at its 51st session (MEPC 51) adopted Resolution MEPC.116(51) on the amendments to Appendix to Annex V of MARPOL 73/78 (Form of Garbage Record Book) on 1 Apr 2004 and decided that the amendments shall be deemed to have been accepted on 1 Feb 2005 according to MARPOL tacit amendment procedure and shall enter into force on 1 Aug 2005.
SC 20 of 2004	Annex IV (Regulations for the Prevention of Air Pollution from Ships) of MARPOL 73/78	As Singapore is a Party to the Annex VI, it has international treaty obligations to give effect to Annex VI. The MPA is preparing necessary regulations to give effect to the Annex VI. The regulations are expected to enter into force on the same date the Annex VI enters into force internationally i.e. 19 May 2005.
SC 21 of 2004	Regulations for the Prevention of Pollution by Sewage from Ships – Revised Annex IV of MARPOL 73/78	Under the revised Annex IV, the discharge of sewage into the sea will be prohibited, except when the ship has in operation an approved sewage treatment plant or is discharging comminuted and disinfected sewage using an approved system at a distance of more than three nautical miles from the nearest land. If the sewage is not comminuted or disinfected it is required to be discharged at a distance of more than 12 nautical miles from the nearest land.
SC 24 of 2004	Reporting of any Changes in the Registered Particulars of a Singapore Ship	Shipowners and shipmanagers of Singapore ships are reminded that they should notify the Singapore Registry of Ships (SRS) of any changes in the registered particulars of their ships. The changes in the registered particulars of a ship would include all the particulars that were submitted to the SRS when the ship was registered and include the ship's classification society, the managers, the safety management company, Designated Person Ashore (DPA) and Company Security Officers (CSOs).



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 7 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
SC 26 of 2004	Certificate of Competency Class 1 (Deck Officer) Oral and Simulator-Aided Examination	Effective 01 Jan 2005, candidates appearing for the Class 1 oral examination conducted by the Maritime and Port Authority of Singapore (MPA) will be required to undergo a 1-hour ship handling assessment at the Integrated Simulation Centre (ISC) in addition to the oral examination.
SC 12 of 2005	Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2005 – Phasing out of Single-Hulled Oil Tankers	The International Maritime Organisation (IMO)'s revised regulations to phase out single-hulled tankers (SHTs) and to ban the carriage of heavy grade oil (HGO) by such tankers.
SC 17 of 2005	Prevention of Pollution of the Sea (Air) Regulations 2005	The entry into force of the Prevention of Pollution of the Sea (Air) Regulations 2005 giving effect to the Annex VI of MARPOL 73/78 and urges the shipping community to take early action to comply with the Regulations.
No. 2 of 2006	Hours of Rest and Work	All Singapore registered ships are required to be safely manned and should hold a valid Safe Manning Document (SMD) issued under the provisions of Regulation V/14 of the International Convention for the Safety of Life at Sea (SOLAS) 1974, as amended. When determining the minimum manning levels, ship owners and managers should ensure that the master, officers and ratings do not work more hours than is safe in relation to the performance of their duties for the safety and security of the ship and protection of the marine environment.
No. 10 of 2006	Revised Annex I of MARPOL 73/78 – Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk	The revised Annex II, <i>Regulations for the control of pollution by noxious liquid substances in bulk</i> includes a new four-category (X, Y, Z and other substances (OS)) system for noxious liquid substances



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 8 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 11 of 2006	Revised Annex I of MARPOL 73/78 – Regulations for the Prevention of Pollution by Oil	The revised MARPOL Annex I Regulations for the prevention of pollution by oil incorporates the various amendments adopted since MARPOL entered into force in 1983, including the amended regulation 13G (regulation 20 in the revised annex) and regulation 13H (regulation 21 in the revised annex) on the phasing-in of double hull requirements for oil tankers. It also separates, in different chapters, the construction and equipment provisions from the operational requirements and makes clear the distinctions between the requirements for new ships and those for existing ships. Access to computerized, shore-based damage stability and residual strength calculation programs required for all oil tankers of 5000 tonnes deadweight and above from 1 Jan 07. This means that some kind of emergency response system or service (ERS) is required.
No. 12 of 2006	The International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001 (Bunker Convention)	The purpose of the Bunker Convention is to ensure that adequate, prompt and effective compensation is available to persons who suffer damage caused by bunker oil pollution from ships other than oil tankers. The Convention provides a free-standing instrument covering pollution damage only.
No.13 of 2006	Amendments to Annex VI of MARPOL 73/78 – Regulations for the Prevention of Air Pollution from Ships	The amendments introduce harmonized system of survey and certification (HSSC), designate the North Sea as a SOx Emission Control Area (SECA), change the format of the International Air Pollution Prevention (IAPP) Certificate and Supplement to the IAPP Certificate and make minor changes to NOx Technical Code. The Code is mandatory under Annex VI



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 9 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 15 of 2006	Substantial Resolutions Adopted by the 54th Session of the Marine Environment Protection Committee (MEPC 54) of IMO	<ul style="list-style-type: none"> Guidelines for approval and oversight of prototype ballast water treatment technology programmes Adds a new regulation 12A (Oil fuel tank protection), makes consequential amendments to the International Oil Pollution Prevention Certificate and amends regulation 21 of the revised MARPOL Annex I. Ships carrying dangerous chemicals in Bulk (BCH Code). The Code is mandatory under MARPOL 73/78. The amendments are aimed at reflecting revision of MARPOL Annex II. Besides replacing Pollution Category "A, B and C" with "X, Y and Z", the amendments make changes to the chapters on Materials of Construction, Fire Protection, Operational Requirements and Transport of liquid chemical wastes of the BCH Code.
No. 17 of 2006	Resolution MSC. 150(77) – Recommendation for Material Safety Data Sheets for MARPOL Annex I Cargoes and Marine Fuel Oils	Consistent with the Globally Harmonized System of Classification and Labelling of Chemicals and agreed to precede with making the carriage of MSDS mandatory for the transport of MARPOL Annex I cargoes and marine fuel oils.
No. 23 of 2006	Guide on Recovery Techniques	Providing specific guidance to seafarers on recovery techniques to recover persons in distress at sea.
No. 26 of 2006	Prevention of Pollution of the Sea (Air) Amendment Regulations 2006	The amendments introduce harmonized system of survey and certification (HSSC), designate the North Sea as a SOx Emission Control Area (SECA), change the format of the International Air Pollution Prevention (IAPP) Certificate and Supplement to the IAPP Certificate and make minor changes to NOx Technical Code.
No. 31 of 2006	Prevention of Pollution of the Sea (Oil) Regulations 2006	The Regulations authorize the nine approved classification societies to carry out surveys and issue the relevant certificates



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 10 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 32 of 2006	Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) Regulations 2006.	Administrations to use regulation 4.1.3 to avoid any possible shortage in tonnage, since when not using this regulation, the vegetable oils concerned shall be transported under the requirements for Pollution Category Y and Ship Type 2. A shipowner seeking an exemption under regulation 4.1.3 of the revised Annex II (First Schedule of the Regulations) should write to the Ship Safety Department (SSD) of the Shipping Division of MPA through the classification society concerned with appropriate recommendation of the classification society. Consideration for granting the exemption will be based on the merit of each case, provided that the ship meets the conditions spelt out in this regulation.
No. 33 of 2006	Resolutions Adopted by the 55th Session of the Marine Environment Protection Committee (MEPC 55) of IMO	<ul style="list-style-type: none"> • Resolution MEPC.149(55)-Guidelines for Ballast Water Exchange Design and Construction Standards. • Resolution MEPC.150(55)-Guidelines on Design and Construction to Facilitate Sediment Control on Ships • Resolution MEPC.151(55)-Guidelines on Designation of Areas for Ballast Water Exchange • Resolution MEPC.152(55)-Guidelines for Sediment Reception Facilities • Resolution MEPC.153(55)- Guidelines for Ballast Water Reception Facilities • Resolution MEPC.155(55)- Amendments to the Condition Assessment Scheme • Resolution MEPC.154(55)- Designation of the Southern South African waters as a Special Area • Resolution MEPC.156(55)- Revised Annex III of MARPOL 73/78 (packaged dangerous goods) • Resolution MEPC.157(55)- Recommendation on Standards for the Rate of Discharge of untreated Sewage from Ships



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 11 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
		<ul style="list-style-type: none"> Resolution MEPC.158(55)- Amendments to the Guidelines for the Transport and Handling of Limited amounts of Hazardous and Noxious Liquid Substances in Bulk on Offshore Support Vessels
No. 36 of 2006	Gazetted Regulations under Merchant Shipping Act (MSA) and Prevention of Pollution of the Sea Act (PPSA)	Shipping Circular to Ship-owners No. 31; 32; 35 of 2006 relating to the above Regulations
No.3 of 2007	Precautionary Advice to Masters when Conducting Ballast Water	The IMO had also developed Guidelines for Ballast Water Exchange (G6) under the Ballast Water Management (BWM) Convention. Although the Convention has yet to come into force, the guidelines are useful and should be complied with when conducting BWE operations. The details are attached in Annex 2 and entitled Guidelines for Ballast Water Exchange.
No.21 of 2007	Update on the ISM Code and the Role of the Human Element	<ul style="list-style-type: none"> Impact of the ISM Code: Report of the Group of Independent Experts (GIE) Occupational safety and health protection: Ergonomic considerations of IMO instruments Near misses Explosions on chemical and product carriers ISM Guidance: Experience, Qualifications and Training for the role of Designated Person under the ISM Code ISM Guidance: Guidelines for the operational implementation of the ISM Code by Companies Cargo Ships and Special Purpose Ships - Inclusion in the ISM Code Other issues
No.22 of 2007	International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention)	This circular informs the Shipping Community of the entry into force of AFS Convention on 17 Sep 08 and urges the Shipping Community to take early action to comply with the Convention. Certificate of Compliance will need to be replaced with the International Anti-Fouling System Certificate when Singapore laws giving effect the AFS Convention come into force.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 12 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 4 of 2008	Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2008	This circular brings to the attention of the shipping community, the entry into force of the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2008.
No. 16 of 2008	The Merchant Shipping (Safety Convention) (Amendment) Regulations, 2008	<ul style="list-style-type: none"> The amendments add a new Regulation 19-1 (Long-range identification and tracking of ships) into Chapter V (Safety of Navigation). This new Regulation requires ships, regardless of date of construction, to be fitted with Long-Range Identification and Tracking (LRIT) information transmitting equipment to enhance maritime security and to meet the maritime security needs of States party to SOLAS 74. Dedicated sea water ballast tanks in all types of ships and double-side skin spaces of bulk carriers of 150m and upwards are required to be protected by corrosion protective coatings during construction, and maintained throughout the life of the ship. General emergency alarm system is required to be audible in accommodation spaces and normal crew working spaces Abandon ship drill for free-fall lifeboat has been simplified to allow lowering of the lifeboat into the water instead of free-fall launched and to allow for simulated launching, in view of many accidents involving crew in such lifeboats during launching drills
No. 2 of 2009	Amendments to MARPOL Annex VI (Regulations for the Prevention of Air Pollution from Ships) and the NOX Technical Code	International Maritime Organization (IMO) Circular Letter No. 2861 on the draft amendments to MARPOL Annex VI and the NOx Technical Code.
No. 10 of 2009	International Convention for the Control and Management of Ships Ballast Water and Sediments, 2004 (BWM Convention)	The BWM Convention adopted by a diplomatic conference from 9 to 13 February 2004 will require all ships to implement a Ballast Water and Sediments Management Plan. All ships will have to carry a Ballast Water Record Book and will be required to carry out ballast water management procedures to a given standard.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 13 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No.29 of 2009	International Convention on the Control of Harmful Anti-Fouling Systems on Ships (AFS Convention)	Article 5 of the AFS Convention (Controls of Annex 1 waste materials) requires a Party to take appropriate measures to require that wastes from the application or removal of an anti-fouling system controlled under the Convention are collected, handled, treated and disposed of in a safe and environmentally sound manner to protect human health and the environment.
No. 5 of 2010	International Convention on the Control of Harmful Antifouling systems on Ships (AFS Convention)	The Convention will apply to ships registered with Singapore and also to ships calling at the Port of Singapore. The Convention will prohibit the use of harmful organotin compounds as biocides in anti-fouling paints used on ships and establishes a mechanism to prevent the potential future use of other harmful substances in anti-fouling systems.
No. 8 of 2010	The Merchant Shipping (Safety Convention) (Amendment) Regulations 2010	The introduction of the International Code on Intact Stability which is mandatory for all ships constructed on or after 1 July 2010 to comply.
No. 13 of 2011	(I)Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2011 (II) Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2011	Resolution MEPC.189(60) deals with the amendment to MARPOL 73/78 by adding a new chapter (Chapter 9) comprising a new regulation (Regulation 43) to Annex I of the Convention. The new Regulation 43 stipulates the special requirements for the use or carriage of oils in the Antarctic area including the prohibition of the use and carriage of Heavy Grade Oil in the area. Resolution MEPC.190(60) deals with the amendment to Annex VI of MARPOL 73/78 by designating the North American Emission Control Area in Regulation 13 and Regulation 14 for the control of Nitrogen Oxides (NOx) and Sulphur Oxides (SOx) emissions respectively.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 14 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 18 of 2011	Implementation of the Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW Convention)	The Diplomatic Conference of Parties to the STCW Convention, held in Manila, Philippines, from 21–25 June 2010, adopted significant amendments to the STCW Convention and STCW Code. The aim of these amendments (known as the “Manila amendments”) is to raise standards of professionalism of seafarers and to enhance navigational safety, security and protection of marine environment. These amendments update the standards of competence to accommodate emerging technologies, introduce new training and certification requirements and methodologies, improve mechanisms for the enforcement of provisions of the Convention by flag State and port state administrations and specify the requirements on hours of rest, prevention of drug and alcohol abuse and medical fitness standards for seafarers.
No. 19 of 2011	Reduction of Global/Emission Control Area (ECA) Marine Fuel Sulphur Limit under MARPOL Annex VI	Under Regulation 14 of the revised MARPOL Annex VI, the sulphur content of any fuel oil used onboard ships <u>outside</u> Emission Control Areas (ECA) flying the flags of MARPOL Annex VI Parties and by other ships in their territories shall not exceed 3.50% m/m on and after 1 January 2012 and 0.50% m/m on and after 1 January 2020 unless they are equipped with type approved abatement technologies for reducing SOx emissions to the required levels. The sulphur content of any fuel oil used onboard ships <u>within</u> an ECA shall not exceed 1.00% m/m on and after 1 July 2010, and shall not exceed 0.10% m/m on and after 1 January 2015. In addition to the Baltic Sea and the North Sea areas which were designated as ECAs under Regulation 14,



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 15 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No.21 of 2011	The Merchant Shipping (Safety Convention) (Amendment) Regulations 2011	<p>These Regulations put into effect the amendments to the regulations annexed to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) adopted by Resolutions MSC.290(87) and MSC.291(87).</p> <p>The significant changes brought about by the amendments are</p> <ul style="list-style-type: none"> • Goal-based Standards for new ship construction (GBS). • Corrosion protection of cargo oil tanks of crude oil tankers • Gas measurement and detection
No.2 of 2012	Prevention of Pollution of the SEA(AIR) (Amendment) Regulations 2012	<p>The Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2012 gives effect to Resolution MEPC.194(61). This Resolution deals with the amendment to Annex VI of MARPOL 73/78 by revising the Supplement to the IAPP Certificate, to clearly document the ship's compliance with the fuel sulphur requirements or alternative equivalent arrangement according to the timeframe under Regulation 14 of MARPOL Annex VI.</p>
No. 6 of 2012	List of Certificates, Documents and Publications required to be carried on board Singapore Flag ships	<p>The Annex to this circular is an updated list of the certificates, documents and publications required to be carried on board Singapore-registered ships, together with extracts of the regulatory text from the source instruments.</p> <p>Applicability and application dates may vary according to the type, size and date built of vessels and shipowners, managers, operators and Masters should consult the source conventions and codes mentioned for details.</p>
No.11 of 2012	The Merchant Shipping (Safety Convention) (Amendment) Regulations, 2012	<p>The Merchant Shipping (Safety Convention) (Amendment) Regulations, 2012 comes into effect on 1 July 2012. These Regulations put into effect the amendments to the regulations annexed to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74) adopted by Resolutions MSC.308(88) and MSC.309(88).</p>



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 16 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 20 of 2012	(i) Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2012 (ii) Prevention of Pollution of the Sea (Garbage) Regulations 2012 (iii) Prevention of Pollution of the Sea (Air) (Amendment no. 2) Regulations 2012	The Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2012, the Prevention of Pollution of the Sea (Garbage) Regulations 2012 and the Prevention of Pollution of the Sea (Air) (Amendment No. 2) Regulations 2012, which give effect to these Resolutions, will enter into force on 1 January 2013.
No. 10 of 2013	(i) Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2013 (ii) Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) (Amendment) Regulations 2013 (iii) Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2013 (iv) Prevention of Pollution of the Sea (Garbage) (Amendment) Regulations 2013 (v) Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2013	This circular informs the Shipping Community on the entering into force of the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2013, the Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) (Amendment) Regulations 2013, the Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2013, the Prevention of Pollution of the Sea (Garbage) (Amendment) Regulations 2013 and the Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2013.
No. 14 of 2013	Maritime Labour Convention 2006 – Application to MODU Code Certified Ships as well as Persons on Board	Singapore is a party to the Maritime Labour Convention 2006 (MLC), which will come into force on 20 August 2013. The MLC applies to all ships registered with the Singapore Registry of Ships (SRS) ordinarily engaged in commercial activities.
No. 16 of 2013	Security Related Training for Seafarers under the 2010 Manila Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW Convention)	Seafarers employed or engaged in any capacity on board a ship are required to complete a security-awareness training meeting the competence standards given in table A-VI/6-1 of Section A of the STCW Code. Seafarers who have completed such training shall hold a certificate of proficiency (COP) issued by an MPA approved training provider in Singapore.
No. 23 of 2013	(I) Merchant Shipping (Safety Convention) (Amendment) Regulations 2013 (ii) Merchant Shipping (Load Line) (Amendment) Regulations 2013	This circular informs the shipping community on the entering into force of the Merchant Shipping (Safety Convention) (Amendment) Regulations 2013 and Merchant Shipping (Load Line) (Amendment) Regulations 2013.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 17 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 04 of 2014	Maritime Labour Convention: Update on Requirements for Seafarer Recruitment and Placement Services	All seafarer recruitment and placement services (SRPSs) which operate in Singapore are required to comply with the requirements of the MLC. All SRPSs operating in Singapore are required to apply to the Director of Marine for approval.
No. 07 of 2014	Maritime Labour Convention 2006 - Requirements for Certification	This Circular provides updates on the MLC certification process and issuance of the DMLC Part I. This updates the transitional arrangement detailed in MPA Shipping Circular No. 08 of 2013, dated 01 July 2013, and MPA Shipping Circular No. 14 of 2013, dated 06 August 2013.
No. 19 of 2014	(I) Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2014 (ii) Merchant Shipping (Load Line) (Amendment No. 2) Regulations 2014 (iii) Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2014 (iv) Prevention of Pollution of the Sea (Noxious Liquid Substances In Bulk) (Amendment) Regulations 2014	This circular informs the shipping community on the entering into force of the Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2014, Merchant Shipping (Load Line) (Amendment No. 2) Regulations 2014, Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2014 and Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) (Amendment) Regulations 2014.
No. 012 of 2015	Merchant Shipping (Safety Convention) (Amendment) Regulations 2015	This circular informs the shipping community on the entering into force of the Merchant Shipping (Safety Convention) (Amendment) Regulations 2015.
No. 013 of 2015	Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2015	This circular informs the shipping community on the entering into force of the Prevention of Pollution of the Sea (Air) (Amendment) Regulations 2015.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 18 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 033 of 2015	(I) Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2015 (II) Prevention of Pollution of the Sea (Noxious Liquid Substances In Bulk) (Amendment) Regulations 2015 (III) Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2015 (IV) Prevention of Pollution of the Sea (Garbage) (Amendment) Regulations 2015 (V) Prevention of Pollution of the Sea (Air) (Amendment No. 2) Regulations 2015 (VI) Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2015 (VII) Merchant Shipping (Load Line) (Amendment) Regulations 2015	This circular informs the shipping community on the entering into force of the above mentioned amendments to Prevention of Pollution of the Sea Regulations and Merchant Shipping Regulations on 1 January 2016
No. 005 of 2016	Requirements of the 2010 Manila Amendments – Amendments to the Annex Of Shipping Circular No. 10 Of 2014	The requirements for Deck Officers (Class 1 and 2) to revalidate their Certificates of Competency and have amended paragraph (a) of the Annex to Shipping Circular No. 10 of 2014.
No. 014 of 2016	Merchant Shipping (Safety Convention) (Amendment) Regulations 2016	This circular informs the shipping community of the entering into force of the Merchant Shipping (Safety Convention) (Amendment) Regulations 2016. One of the key amendments relates to the requirement for the gross mass of a packed container to be verified by the shipper prior to loading on a ship to improve the accuracy of container weight declarations.
No. 022 of 2016	Maritime Labour Convention, 2006 - New Compulsory Financial Security Requirements Relating to Repatriation of Abandoned Seafarers and Work Injury Compensation	This circular provides information on the International Labour Organization's (ILO) amendments of 2014 to the Maritime Labour Convention, 2006 (MLC). These amendments will enter into force on 18 January 2017 and will apply to all ships as described in Section 3 of the Merchant Shipping (Maritime Labour Convention) Act 2014 (No. 6 of 2014) ("MLC ships").



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 19 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
No. 026 of 2016	Implementation of the 2010 Manila Amendments to STCW Convention	The 2010 Manila Amendments (Manila Amendments) to the International Convention on Standards of Training, Certification and Watch keeping for Seafarers, 1978, as amended (the STCW Convention) entered into force on 1 Jan 2012. The five-year transitional period will end on 1st Jan 2017 and the Manila Amendments will be fully implemented from 1st Jan 2017.
No. 030 of 2016	Amendments to the Prevention of Pollution of the Sea Regulations and Merchant Shipping Regulations	This Circular Informs The Shipping Community On The Entering Into Force Of The Following Amendments To The Prevention Of Pollution Of The Sea Regulations And Merchant Shipping Regulations On 1 January 2017. (I) Prevention of Pollution of the Sea (Oil) (Amendment No. 2) Regulations 2016 (li) Prevention of Pollution of the Sea (Noxious Liquid Substances In Bulk) (Amendment) Regulations 2016 (lii) Prevention of Pollution of the Sea (Sewage) (Amendment) Regulations 2016 (Iv) Prevention of Pollution of the Sea (Garbage) (Amendment) Regulations 2016 (V) Merchant Shipping (Safety Convention) (Amendment No. 2) Regulations 2016 (Vi) Merchant Shipping (Training, Certification and Manning) (Amendment) Regulations 2016
No. 003 of 2017	Maritime Labour Convention, 2006: Compulsory Financial Security Requirements Relating to Repatriation of Abandoned Seafarers and Work Injury Compensation	This circular provides information on the Maritime and Port Authority of Singapore's (MPA) requirements to provide compulsory financial security under Section 34A of the Merchant Shipping (Maritime Labour Convention) Act 2014, to meet the requirements of Regulation 2.5 and Regulation 4.2 of the Maritime Labour Convention, 2006, as amended (MLC).



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register

International Environmental Requirements

Sect: ENV
Page: 20 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
NO. 6 OF 2017	Maritime Labour Convention, 2006:	This circular provides information on the Maritime and Port Authority of Singapore's (MPA) requirements to require shipowners to provide financial security to meet their obligations towards abandoned seafarers as well as to satisfy seafarers' contractual claims for compensation arising from occupational injury, illness or hazard, including for wages (MLC amendments).
NO. 13 OF 2017	Implementation of the Wreck Removal Convention 2007 For Singapore-Registered Ships	Singapore has ratified the Wreck Removal Convention (WRC) was adopted by the International Maritime Organisation (IMO) in May 2007 to provide a sound legal basis for States to remove wrecks in their exclusive economic zone (EEZ) and to ensure adequate compensation is available to pay for the costs of wreck removal.
NO. 14 OF 2017	Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) (Amendment) Regulations 2017	This circular informs the shipping community on the entering into force of the above mentioned amendments to the Prevention of Pollution of the Sea Regulations on 1 September 2017.
NO. 22 OF 2017	Singapore Regulations Affecting the Singapore Shipping Community: United Nations (Sanctions – Democratic People's Republic Of Korea) Regulations 2010	This shipping circular draws the attention of the shipping community to the United Nations (Sanctions – Democratic People's Republic of Korea) Regulations 2010 (the Regulations) amended by the United Nations (Sanctions – Democratic People's Republic of Korea) (Amendment) Regulations 2017 which came into force on 20 October 2017.
NO. 24 OF 2017	Voluntary Experience Building Phase of the IMO Data Collection System for Fuel Oil Consumption	This circular provides information on the voluntary experience building phase (VEBP) of the IMO data collection system for fuel oil consumption (DCS) for Singapore-registered ships in calendar year 2018.
NO. 4 OF 2018	Prevention of Pollution of the Sea (Garbage) (Amendment) Regulations 2018	This circular informs the shipping community of the classification criteria for determining if solid bulk cargoes are harmful to the marine environment (HME) and requires shippers to declare if the solid bulk cargoes are HME. The form of Garbage Record Book under MARPOL Annex V is also amended to include a new Part II for ships to record the disposal of such residues.



QUALITY, HEALTH, SAFETY AND ENVIRONMENT MANAGEMENT SYSTEM

Legal Register
International Environmental Requirements

Sect: ENV
Page: 21 of 21
Rev: 1
Appr: BMM

MPA Legislation Reference Number	Legal Requirements - Summary	Application
NO. 8 O F 2018	The IMO Data Collection System for Fuel Oil Consumption (DCS)	This circular provides information and guidance on the IMO Data Collection System for fuel Oil Consumption (DCS) in accordance to Regulation 22A of MARPOL Annex VI.
NO. 18 O F 2018	Prevention Of Pollution Of The Sea (Air) (Amendment No. 2) Regulations 2018	This circular informs the shipping community on the amendments to the Prevention of Pollution of the Sea (Air) Regulations which will come into force with effect from 1 January 2019. Designation of the Baltic Sea and North Sea Emission Control Areas (ECA) for NOx Tier III control for Ships constructed on or after 1 January 2021
NO. 4 OF 2019	2016 Amendments to the Maritime Labour Convention, 2006	This circular highlights the 2016 amendments to the Maritime Labour Convention, 2006 (MLC, 2006) in the following areas: <ul style="list-style-type: none">• Validity of the Maritime Labour Certificate• Guidance on eliminating shipboard harassment and bullying