



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING ADVISORY
NO. 16 OF 2026

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For the attention of: Ship owners, ISM managers, operators, masters, and agents of Singapore-registered ships or ships in Singapore waters.

Reporting of Marine Casualties and Incidents under Section 107 of the Merchant Shipping Act 1995

PURPOSE

This advisory reminds the shipping community of their statutory obligations to report marine casualties and incidents under Section 107 of the Merchant Shipping Act 1995 (MSA 1995), as further set out in MPA Shipping Circular No. 2 of 2024.

BACKGROUND

2 The Maritime and Port Authority of Singapore (MPA) has observed instances where marine casualties and incidents were either not reported or reported beyond the required timeline. Prompt and accurate reporting is essential to enable MPA to undertake timely preliminary inquiries, assess immediate safety concerns, and identify lessons to prevent similar occurrences in the future.

REPORTING OBLIGATIONS

3 Under Section 107 of the MSA 1995, the master, owner, or operator of a vessel is required to report any reportable marine casualty or incident to MPA. In addition, when a marine casualty or marine incident occurs, the owner, manager, Master and/or person-in-charge of the affected ship shall, as soon as reasonably practicable, notify MPA **within 2 hours** of the occurrence. This initial notification will enable MPA to liaise with other relevant parties, if applicable, for providing extra assistance.

4 An initial notification should be made promptly even where complete information is not immediately available. Further information should be provided to MPA as it becomes available.

5 Shipowners, masters, and operators should refer to MPA Shipping Circular No. 2 of 2024 for details on the categories of reportable casualties and incidents, reporting

timelines, designated reporting channels, and information required for the initial notification.

PRESERVATION OF EVIDENCE

6 Following a marine casualty or incident, all relevant evidence shall be preserved to support MPA's preliminary inquiry and any subsequent investigation.

7 This includes, but is not limited to, navigational charts, logbooks, electronic records, recordings, and any other documents, records, or equipment relating to the period before, during, and after the casualty or incident. Such evidence must not be altered, destroyed, discarded, or otherwise tampered with.

8 For vessels fitted with a Voyage Data Recorder (VDR) or Simplified Voyage Data Recorder (S-VDR), recorded data shall be saved immediately and appropriate measures taken to prevent the data from being overwritten, in accordance with MPA Shipping Circular No. 5 of 2024. Masters and officers should be familiar with the procedures for preserving and retrieving VDR/S-VDR data and should act without delay following an incident.

CONSEQUENCES OF NON-COMPLIANCE

8 MPA takes a serious view of non-reporting or late reporting of marine casualties and incidents. Shipowners, masters, and operators should ensure that effective internal procedures are established to facilitate timely reporting and compliance with evidence preservation requirements.

9 Any owner or master of a vessel who, without reasonable cause, fails to comply with Section 107 of the MSA 1995 commits an offence and shall be liable on conviction to a fine not exceeding **S\$10,000**.

ACTION REQUIRED

10 All shipowners, masters, and operators are requested to take note of this advisory, review their internal reporting procedures, ensure familiarity with MPA Shipping Circular **Nos. 2 and 5 of 2024**, and brief relevant personnel on the applicable reporting and evidence preservation requirements.

Maritime Investigation Department
MARITIME AND PORT AUTHORITY OF SINGAPORE