

**Singapore's Maritime Safety Regime**

Singapore is a signatory to the International Maritime Organization's (IMO) conventions and in particular to the Safety of Lives At Sea (SOLAS) Convention and the Standards of Training, Certification & Watchkeeping (STCW) Convention. The SOLAS Convention specifies minimum standards for ship constructions, carriage of safety equipment for safe navigation and operation of ships. The STCW Convention sets out minimum standards of proficiency for navigating and engineer officers; and training of crew onboard the vessels. As a signatory, Singapore fully complies with the guidance provided by these international conventions and sets a higher safety standard on Singapore-registered vessels.

As the flag administration of the Singapore Registry of Ships (SRS), the Maritime and Port Authority of Singapore (MPA) conducts regular inspections and surveys on Singapore-registered vessels. Conducted by MPA's Flag State Control (FSC) Department, these inspections seek to ensure that the Singapore-flagged ships are well-maintained and equipped with the necessary operational safety equipment.

The SRS fleet also has a reputation for low Port State Control (PSC) detention rates with the Singapore registry being included in the "white lists" of two major PSC regimes – the Paris and Tokyo Memorandum of Understanding (MOU). The Paris and Tokyo MOUs provide a benchmark that ascertains SRS's position among the world's top ship registries. These memorandums seek to establish effective PSC regimes to ensure ships comply with international regulations with sub-standard ships being detained and their deficiencies having to be addressed before they are allowed to trade again.

This year, the SRS also qualified under the US Quality Shipping for the 21<sup>st</sup> Century (QUALSHIP 21), which is an initiative intended to reward operators of quality non-US registered vessels that visit US ports. This is a result of SRS vessels having low detention rates during PSC inspections when they call at US ports.

To maintain the safety of operations in our port waters, MPA has comprehensive PSC measures to inspect ships visiting the Port of Singapore. MPA's PSC Department uses an internationally-established risk-based assessment system to identify high-risk ships and assess them. These high-risk ships could be vessels that have poor track records of safety or those that have not been inspected for a prolonged period by port state control regimes. While onboard, MPA's PSC officers will check the readiness of the safety equipment onboard, the training competencies of the crew and the adequacy of number of crew to enable safe operation of the ship, with sufficient rest between working hours.

Aside from ocean-going vessels, harbour craft and pleasure craft also ply Singapore's port waters for both commercial and leisure activities. MPA conducts licensing inspections on harbour craft on annual basis and once every three years for pleasure craft. These inspections are meant to assess the operational capability of both the craft and crew.