



MPA
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 10 OF 2025

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24 November 2025

Applicable to: Shipowners, shipmanagers, operators and masters of Singapore-registered ships

Issuance of Dispensation by Recognised Organisations (ROs)

This Shipping Circular (SC) serves to inform the shipping community that with effect from **01 December 2025**, ROs¹ will be issuing the dispensation² to Singapore-registered ships classed under its society, on behalf of the Administration for the malfunctioned equipment listed in the Annexes of this circular:

- a) **Annex 1** - Malfunction of equipment under Safety of Navigation
- b) **Annex 2** - Malfunction of equipment under Radio Communications
- c) **Annex 3** - Malfunction of equipment under MARPOL Annex I
- d) **Annex 4** - Malfunction of equipment under MARPOL Annex IV
- e) **Annex 5** - Malfunction of equipment under MARPOL Annex VI
- f) **Annex 6** - Malfunction of equipment under Ballast Water Convention
- g) **Annex 7** - Malfunction of equipment under Emergency Systems
- h) **Annex 8** - Malfunction of other Shipboard equipment
- i) **Annex 9** - Malfunction of Life saving appliances

Note: Please refer to the relevant Annex for more details.

2. Application for dispensation of malfunctioned equipment listed in this SC shall be submitted by the company³ to the ship's classification society (Class) and be supplemented with the relevant supporting documents. Class is authorised to issue relevant short-term certificate⁴ and/or statutory condition⁵ with a **validity of up to two months**, pending the repair or replacement of the malfunctioned equipment after satisfactory verification of the

¹ ROs - ABS, BV, CCS, DNV, KR, LR, NK and RINA

² Dispensation is referred as temporary approval granted by the Director of Marine to allow a Singapore-registered ship continuing operation without full compliance with the applicable Convention or Regulation requirement due to malfunction of the equipment. Dispensation is granted with a limited period of time and require appropriate risk control measures to be taken for the approved period to ensure the ship is safe to operate.

³ Company as defined in Part A, Section 1.1.2 of the ISM Code

⁴ For ships calling Australia's ports, the relevant short-term statutory certificate(s) shall be issued.

⁵ Short-term certificate and/or statutory condition is issued for the purposes to ensure the malfunctioned equipment is rectified before the due date.

application. Further extension of short-term certificate and/or statutory condition beyond two months, Class shall consult the Administration.

3. Class **shall not issue** short-term certificate and/or statutory condition for any deficiency observed by port State control.

4. Class **shall inform the Administration** when any Singapore-registered ship has been issued with two or more dispensations for malfunctioned equipment listed in this SC within the same period.

5. This SC **supersedes** SC No. 6 of 2024 dated 10 June 2024.

6. Any queries relating to this SC shall be emailed to shipping@mpa.gov.sg.

CHEAH AUN AUN
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex 1 (Malfunction of equipment under Safety of Navigation)

- 1 Pursuant to SOLAS regulation V/16.2, Class shall issue ⁶a short-term Cargo Ship Safety Equipment Certificate and/or statutory condition with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending repair or replace the malfunction navigational equipment as listed below:
 - a) X-band (9GHz); or
 - b) S-band (3GHz) radar; or
 - c) Gyro Compass; or
 - d) Gyro Repeater; or
 - e) Automatic Identification System (AIS); or
 - f) Speed log; or
 - g) Global Positioning System (GPS); or
 - h) Electronic Chart Display and Information System (ECDIS); or
 - i) Forward or aft horn/whistle; or
 - j) Echo Sounder; or
 - k) Bridge Navigation Watch Alarm System (BNWAS); or
 - l) Long-range identification and tracking (LRIT); or
 - m) Bridge window's accessories such as wiper, one clear-view⁷ and other attachments; or
 - n) Navigational light control panel; or
 - o) Rudder angle indicator.
- 2 **Class shall notify** the Administration and not to issue short term certificate and/or statutory condition to Singapore-registered ship:
 - a) No operational radar (e.g. both X-band and S-band radar malfunctioned).
 - b) Both ECDIS malfunctioned and without updated paper charts.
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before the issuance of the short-term Cargo Ship Safety Equipment Certificate and/or statutory condition.
- 4 The Master shall take into account of the malfunction equipment when planning and executing a voyage to a port where the repair or replace will be carried out. The Master shall notify the relevant competent authority when calling to a foreign port as per SOLAS regulation I/11(C).
- 5 The repaired or replaced navigation equipment shall be verified⁸ to the satisfaction of Class. Upon satisfactory verification by the Class, the full-term certificate may be reissued and/or with the statutory condition retracted from the ship's survey status.

⁶ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

⁷ The ship must have at least one fully functional clear view of the navigation bridge front window.

⁸ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 2 (Malfunction of equipment under Radio communications)

- 1 Pursuant to SOLAS regulation IV/15.8, Class shall issue⁹ a short-term Cargo Ship Safety Radio Certificate and/or statutory condition with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending repair or replace of the malfunctioned radio communication equipment as listed below:
 - a) MF/HF/DSC/Telex radio installation; or
 - b) VHF/DSC radio installation; or
 - c) Mobile satellite service ship earth station (e.g., Inmarsat C); or
 - d) NAVTEX receiver.
- 2 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term Cargo Ship Safety Radio Certificate and/or statutory condition.
- 3 The Master shall take into account of the malfunction equipment when planning and executing a voyage to a port where the repair or replace will be carried out. The Master shall notify the relevant competent authority when calling to a foreign port as per SOLAS regulation I/11(C).
- 4 The repaired or replaced radio communication equipment shall be verified¹⁰ to the satisfaction of Class. Upon satisfactory verified by the Class, full term certificate may be issued and/or with the statutory condition retracted from the ship's survey status.

⁹ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

¹⁰ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 3 (Malfunction of equipment under MARPOL Annex I)

- 1 Class shall issue¹¹ a short-term International Oil Pollution Prevention Certificate and/or statutory condition with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the malfunctioned equipment as listed below:
 - a) Oil filtering equipment (OWS); or
 - b) Oil filtering equipment oil 15ppm bilge alarm; or
 - c) Oil Discharge Monitoring and Control System (ODMCS).
- 2 The Master shall take into account the malfunction equipment when planning and executing the voyage to a port where repairs have been arranged. Under regulation 15.9 and 34.9 of MARPOL Annex I, the Master shall ensure any oil or oily mixtures shall be retained on board for subsequent discharge to reception facilities and the malfunction equipment to be recorded into the oil record book.
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term International Oil Pollution Prevention Certificate and/or statutory condition.
- 4 The Master shall notify the relevant competent authority as required by regulation 6.4.3 of MARPOL Annex I when the ship is calling to a port.
- 5 The repaired or replaced equipment listed in paragraph 1 shall be verified¹² to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition retracted from the ship's survey status.

¹¹ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

¹² Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 4 (Malfunction of equipment under MARPOL Annex IV)

- 1 Class shall issue¹³ a short-term International Sewage Pollution Prevention Certificate and/or statutory condition with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment as listed below:
 - a) Sewage Treatment Plant (STP)¹⁴.
- 2 The Master shall take into account the malfunctioned STP when planning and executing the voyage to a port where repairs have been arranged. The Master shall ensure proper arrangement is made (e.g. discharge to reception facilities) while pending rectification of the malfunctioned STP and ensure any discharge of sewage is in accordance to regulation 11 of MARPOL Annex IV.
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term International Sewage Pollution Prevention Certificate and/or statutory condition.
- 4 The Master shall notify the malfunction STP to the relevant competent authority as required by regulation 4.9 of MARPOL Annex IV.
- 5 The repaired or replaced equipment listed in paragraph 1 shall be verified¹⁵ to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition from the ship's survey status.

¹³ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

¹⁴ Malfunction STP includes its auxiliaries (i.e. non-operational aeration blower, discharge pump motor etc).

¹⁵ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 5 (Malfunction of equipment under MARPOL Annex VI)

- 1 Class shall issue¹⁶ a short-term International Air Pollution Prevention Certificate and/or statutory condition with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment listed below:
 - a) Single monitoring instrument of the Exhaust Gas Cleaning System (EGCS); or
 - b) Incinerator; or
 - c) Selective Catalytic Reduction (SCR) for main engine and/or auxiliary engine NOx emission control installation; or
 - d) Exhaust Gas Recirculation (EGR) for main engine and/or auxiliary engine NOx emission control installation; or
 - e) Shaft Power Limitation (SHaPoLi) or Engine Power Limitation (EPL).
- 2 The ISM Company shall consult the EGCS manufacturer to confirm that the remaining parameters being monitored are within the limits specified in the IMO Guidelines¹⁷ to which the ship's EGCS have been surveyed and certified. The Master shall take into account the IMO Guidelines¹⁸ when planning and executing the voyage to a port where repairs have been arranged.
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term International Air Pollution Prevention Certificate and/or statutory condition.
- 4 The Master shall notify the relevant competent authority as required by regulation 5.6 of MARPOL Annex VI when the ship is calling to a port.
- 5 The repaired or replaced equipment listed in paragraph 1 shall be verified¹⁹ to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition retracted from the ship's survey status.

¹⁶ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

¹⁶ 2015 IMO EGCS Guidelines (Res. MEPC.259(68) or 2021 IMO EGCS Guidelines (Res. MEPC.340(77)), as amended.

¹⁸ Paragraph 9 to 11 of MEPC.1/Circ.883/Rev.1 – "Guidance on indication of ongoing compliance in the case of the failure of a single monitoring instrument, and recommended actions to take if the exhaust gas cleaning system EGCS) fails to meet the provisions of the EGCS Guidelines".

¹⁹ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 6 (Malfunction of equipment under the Ballast Water Management Convention)

- 1 Class shall issue²⁰ a short-term International Ballast Water Management Certificate and/or statutory condition valid with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment listed below:
 - a) Ballast Water Management System (BWMS).
- 2 The Master shall take into account the malfunctioned BWMS when planning and executing the voyage to a port where repairs have been arranged. The Master shall implement the “contingency measures” in the ship’s Ballast Water Management Plan (BWMP).
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company’s safety management system and to implement on board the ship before issuance of the short-term International Ballast Water Management Certificate and/or statutory condition.
- 4 The Master shall notify the relevant competent authority as required by regulation E-1.7 of the Ballast Water Management Convention when the ship is calling to a port.
- 5 The repaired or replaced equipment listed in paragraph 1 shall be verified²¹ to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition removed from the ship’s survey status.

²⁰ Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

²¹ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 7 (Malfunction of equipment under Emergency Systems)

- 1 Class shall issue ²²a short-term Cargo Ship Safety Equipment Certificate and/or statutory condition valid with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment listed below:
 - a) Public Address (PA) equipment; or
 - b) Single loop and/or repeater panel for fire detection and alarm system; or
 - c) Fixed Local Application Fire-Fighting System for Machinery Spaces (e.g. Hyper Mist System)
- 2 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term Cargo Ship Safety Equipment Certificate and/or statutory condition.
- 3 The Master shall take into account of the malfunction equipment when planning and executing a voyage to a port where the repair or replace will be carried out. The Master shall notify the relevant competent authority when calling to a foreign port as per SOLAS regulation I/11(C).
- 4 The repaired or replaced equipment(s) shall be verified²³ to the satisfaction of Class. Upon satisfactory verified by the Class, full term certificate may be issued and/or with the statutory condition retracted from the ship's survey status.

²² Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

²³ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 8 (Malfunction of other shipboard equipment)

- 1 Class shall issue²⁴ a short-term Cargo Ship Safety Construction Certificate/Cargo Ship Safety Equipment Certificate and/or statutory condition valid with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment listed below:
 - a) Accommodation ladder; or
 - b) Cargo tank high or high-high level alarm system for Oil or Chemical Tanker);
or
 - c) Water ingress system²⁵; or
 - d) Oil mist detector for main engine or auxiliary generator; or
 - e) Wheelhouse and/or accommodation window²⁶; or
 - f) Engine room alarm monitoring system (AMS)²⁷; or
 - g) One supply fan and exhaust fans for cargo hold(s); or
 - h) One main starting air compressor; or
 - i) Anemometer;
- 2 **Class shall notify** the Administration and not to issue short term Certificate and/or statutory condition to Singapore-registered ship:
 - a) With both malfunctioned (damaged/in-operational) port and starboard side accommodation ladder.
 - b) With both malfunctioned (damaged/in-operational) main starting air compressor.
- 3 The Master shall take into account of the malfunction equipment when planning and executing a voyage to a port where the repair or replace will be carried out. The Master shall notify the relevant competent authority when calling to a foreign port.
- 4 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term Cargo Ship Safety Construction Certificate and/or statutory condition.
- 5 The repaired or replaced equipment listed in paragraph 1 shall be verified²⁸ to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition removed from the ship's survey status.

²⁴ . Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

²⁵ Malfunction water ingress system includes defective/faulty sensors in cargo hold, bosun store and system panel room.

²⁶ Window for wheelhouse and/or accommodation shattered due to weather or operation damaged.

²⁷ The malfunctioned engine room alarm monitoring system includes defective printer.

²⁸ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 9 (Malfunction of life saving appliances)

- 1 Class shall issue²⁹ a short-term Cargo Ship Safety Equipment Certificate and/or statutory condition valid with a **validity of up to two months** from the date of receiving the notification to allow the Singapore-registered ship to continue her voyage, pending rectification of the following equipment listed below:
 - a) One Lifebuoy self-activating smoke and light signal; or
 - b) Lifeboat engine tachometer.
- 2 The Master shall take into account of the malfunction equipment when planning and executing a voyage to a port where the repair or replace will be carried out. The Master shall notify the relevant competent authority when calling to a foreign port.
- 3 Class shall review and be satisfied with the relevant supporting documents including the risk assessment prepared by the Master as per the ISM company's safety management system and to implement on board the ship before issuance of the short-term Cargo Ship Safety Equipment Certificate and/or statutory condition.
- 4 The repaired or replaced equipment listed in paragraph 1 shall be verified³⁰ to the satisfaction of Class. Upon satisfactory verification by the Class, full term certificate may be issued and/or with the statutory condition removed from the ship's survey status.

²⁹ . Short-term certificate and/or statutory condition may be issued either by physical or remote means under the class requirement.

³⁰ Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.