



MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 17 OF 2022

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

Notices issued by Shanghai MSA and AMSA on effective maintenance of main engines and power generation systems

The purpose of this Shipping Circular is to inform the Shipping Community the notices issued by the Shanghai Maritime Safety Administration, China (Shanghai MSA) and the Australian Maritime Safety Authority (AMSA) related to the maintenance of main engines and power generation systems, and the reporting requirements in case of a machinery failure.

Safety Notice from Shanghai MSA

2. Shanghai MSA has published a safety notice which aimed to strengthen the safety management of ships and implement stringent requirements for ships with machinery failure to ensure navigational safety while navigating in waterways under the jurisdiction of Shanghai MSA. The safety notice had come into force on 01st July 2022 and will be effective for two (2) years.

3. The safety notice requires a ship master to take immediate measures to ensure safety and avoid dangerous situation or accidents in the event of critical machinery failure, including prompt reporting to the MSA Command Centre and following MSA's instructions thereafter. In addition, after the ship has been secured in a safe and stable condition, a written report should be submitted to the local MSA through the company's agent and email pscshanghai@shmsa.gov.cn in a timely manner covering ship's particulars, details of the incident, emergency measures and corrective actions taken. The notice highlighted that Shanghai MSA will maintain a "list of ships" that fall into category 4 or 5 as detailed in its notice, with these ships facing a ban from entering the port or expulsion if defects are not rectified to the satisfaction of the Shanghai MSA. Such "list of ships" will also be subject to more onerous requirements prior entering waters under the jurisdiction of the Shanghai MSA.

4. Please note that applicable ships will also be subjected to Accident Investigation and Safety Inspection by the Maritime Safety Administration. More details could be obtained from the Shanghai MSA's safety notice published by Shanghai MSA via this link:

<https://www.sh.msa.gov.cn/hsfg/content.jsp?cid=E19DE654D8F76BF2E0533A0820C69208>

Marine Notice from AMSA

5. AMSA issued a marine notice to draw the attention of vessel operators to the importance of planned maintenance in ensuring safe operation of ships, and highlights AMSA's current focus on planned maintenance during Port State Control inspections. The focus inspection is to respond to recent incidents which reflects a lack of effective maintenance of main engines and power generation systems that can pose serious risk to the safe and pollution-free operation of vessels.

6. During the focus inspections, AMSA will place a greater focus on planned maintenance of propulsion and auxiliary equipment and associated systems and will take necessary compliance actions to address any identified areas of concern. This may include the physical attendance of classification society surveyors to verify the condition of critical equipment and its suitability to continue to function under all voyage conditions to maintain safe operations. More details could be obtained from the AMSA's marine notice published by AMSA via this link. <https://www.amsa.gov.au/about/regulations-and-standards/102022-planned-maintenance-ships>

7. In addition, incident occurs when ships are operating in Australian waters, the ship/company is required to notify AMSA as soon as reasonable possible using Form 18 or email reports@amsa.gov.au, and under Australian's Marine Order 1 (Administration) 2013, Australian vessels and foreign vessels must submit an incident alert within 4 hours. Subsequently an incident report Form 19 is required to be submitted within 72 hours of becoming aware of the incident. For details, please refer to this link: <https://www.amsa.gov.au/marine-incident-reporting/how-report-incident>

Call for Action

8. Ship managers and operators are hereby requested to take the following immediate actions:

- a) Disseminate this information on a priority basis to Designated Person (ISM) and key office personnel and ship(s) under your management. Singapore ship masters shall take note and adhere to the instructions/guidance in the notices issued by Shanghai MSA and AMSA.
- b) Singapore ship masters shall share these information with all the crew on board and Designated Person (ISM) shall ensure this action is done.
- c) Singapore ships to be thoroughly inspected by relevant shore personnel or senior ship officers to ensure its machineries reliability, and the crew competency are in compliance with the applicable Conventions and ISM Code. Defects and/or non-conformities observed on board shall be

immediately dealt with in accordance with the company's Safety Management System.

- d) For defect(s) which cannot be immediately rectified, the Master and/or C/E shall report to the company, MPA (shipping@mpa.gov.sg) and/or the responsible ship Classification Society. The port authority shall be notified before the vessel calls to a foreign port. The Master shall carry out risk assessment and ensure appropriate risk mitigating measures are being put in place, as an interim measure.

9. The ship master should continue to use the "Pre-Arrival Checklist for SRS" prior calling to sensitive ports along with a written declaration and submit to MPA (shipping@mpa.gov.sg). We seek your kind understanding, cooperation and urgent attention on the matter in order to achieve our common objectives in maintaining our SRS as a quality flag.

10. For enquiries, please contact Flag State Control Department via email: shipping@mpa.gov.sg.

11. Do subscribe to our Telegram channel – t.me/MPASingapore to receive the latest updates



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