



MPA
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 5 OF 2023

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

Issuance of Dispensation by Recognised Organisations (ROs)

The purpose of this Shipping Circular is to inform the shipping community that with effect from **01 June 2023**, 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 Navigation Equipment
- b) Annex 2 - Malfunction Radio Communication Equipment
- 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

Note: Please refer to the Annexes for more details.

2. Application for dispensation for malfunctioned equipment listed in this circular should be submitted by the company³ to the ship's classification society (Class) and be supplemented with 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 application. Further extension of short-term certificate and/or statutory condition beyond two months, Class shall consult the Administration.

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 vessels calling Australia's ports, the relevant short-term statutory certificate 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.

3. Class **shall not issue** short-term certificate and/or statutory condition for any deficiency observed by port State control.
4. Any queries relating to this circular should be emailed to shipping@mpa.gov.sg.

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

Annex 1 (Malfunction Navigation Equipment)

- 1 Pursuant to SOLAS regulation V/16.2, Class should issue a 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) Voyage Data Record (S-VDR or VDR); or
 - d) Gyro Repeater; or
 - e) Automatic Identification System (AIS).
- 2 Class shall notify the Administration and not to issue short term certificate and/or statutory condition for Singapore-registered ship with no operational radar (e.g. both X-band and S-band radar malfunctioned).
- 3 Class should 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 should be verified⁶ 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 Class is authorised to carry out the verification either by physical or remote means under its relevant class requirement.

Annex 2 (Malfunction Radio Communication Equipment)

- 1 Pursuant to SOLAS regulation IV/15.8, Class should issue 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/Tlx 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 should 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 verified⁷ 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.

⁷ Class is authorized 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 should issue a short-term International Oil Pollution Prevention Certificate (IOPPC) 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 should be verified⁸ 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.

⁸ Class is authorized 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 should issue a short-term International Sewage Pollution Prevention Certificate (ISPPC) 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) Malfunctioned Sewage Treatment Plant (STP)⁹
- 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 should be verified¹⁰ 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.

⁹ Malfunction STP includes its auxiliaries (i.e. non-operational aeration blower, discharge pump motor etc).

¹⁰ Class is authorized 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 should issue a short-term International Air Pollution Prevention Certificate (IAPPC) 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) Malfunctioned single monitoring instrument of the Exhaust Gas Cleaning System (EGCS).
- 2 The ISM Company should consult the EGCS manufacturer to confirm that the remaining parameters being monitored are within the limits specified in the IMO Guidelines¹¹ to which the ship's EGCS have been surveyed and certified. The Master shall take into account the IMO Guidelines¹² 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 should be verified¹³ 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 2015 IMO EGCS Guidelines (Res. MEPC.259(68)) or 2021 IMO EGCS Guidelines (Res. MEPC.340(77)), as amended.

¹² Please refer 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".

¹³ Class is authorized to carry out the verification either by physical or remote means under its relevant class requirement.

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

- 1 Class should issue a short-term International Ballast Water Management Certificate (IBWMC) 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) Malfunction 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 should be verified¹⁴ 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.

¹⁴ Class is authorized to carry out the verification either by physical or remote means under its relevant class requirement.