

SRS

# E - BULLETIN

December 2025



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# SRS Forum 2025

### SRS Forum 2025 Draws Record Turnout, Reinforces Industry Commitment to Collaboration

Singapore, 17 October 2025 – The Singapore Registry of Ships (SRS) Forum 2025 saw a record participation of around 550 attendees from across the maritime sector. Organised by the Maritime and Port Authority of Singapore (MPA) under the theme “Navigating Change with Partnership and Collaboration,” the annual forum underscored the industry’s collective resolve to steer the Singapore Flag through evolving global development.

Attendees included shipowners, operators, classification societies, legal experts, and strategic partners, who gathered to exchange insights, reaffirm shared priorities, and explore collaboration opportunities.



# STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

## Highlights from the Forum

The programme featured a series of topical presentations, including:

### Due Diligence and Risk Management in Sanctions Compliance



Mr Tony Paulson from the International Group of P&I Clubs provided insights on how maritime stakeholders can navigate the increasing complexities and sophistication around sanctions, while maintaining transparency and a strong sense of accountability.

### Preventing Sea Robbery in the Straits of Malacca and Singapore: Trends, Risks, and Cooperation with Authorities



Major Zix Toh from the Information Fusion Centre, a regional Maritime Security Centre based in Singapore, shared perspectives on the regional maritime security landscape as well as importance of collaborative enforcement efforts across jurisdictions.

## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

### Preventing Sea Robbery in the Straits of Malacca and Singapore (SOMS): Mitigation Measures



Mr Clint Bout from Hafnia shared best practices on enhancing maritime security and maintaining shipboard vigilance, spotlighting practical approaches tailored to one of the world's busiest waterways.

### SRS Performance Scorecard: Initiatives and Measures to Achieve Low PSC Detention Rates and Maintain the Singapore Flag in the Whitelist of PSC Regimes



Mr Aidan Ho, Deputy Director of Flag State Control Department, Shipping Division reported on the performance of the SRS in 2025, and highlighted strategic measures to sustain the performance standards and global reputation of the Singapore fleet.

# STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

## Upcoming Developments for the Singapore Registry of Ships



Mr Rayson Wong, Deputy Director of the Singapore Ship Registry Department, Shipping Division, shared insights into the Registry's forward-looking streamline processes and digitalisation initiatives and strategic enhancements, aimed at strengthening its service delivery and operational excellence.

## **Awards Presentation**

The Forum also celebrated sectoral excellence through the presentation of key awards:

### **Top Net Tonnage Contributor Award**



The Top Net Tonnage Contributor Award was presented by Capt M Segar, Senior Advisor and Chief Marine Officer of MPA, to Evergreen Marine Corporation (Taiwan) Ltd.

This award recognises the Evergreen's continued commitment and support for SRS, having contributed the highest net tonnage to the Singapore flag in 2025.

# STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

## Green Ship Awards



The Green Ship Award was presented by Mr Cheah Aun Aun, Director of Shipping/Marine, to 34 Singapore-flagged ships from 12 shipowners, in recognition of their sustainability efforts:

- Asiatic Lloyd Maritime LLP, China Merchants Group
- CMA CGM Asia Shipping Pte Ltd
- Consort Bunkers Pte Ltd
- Financial Partners Group Co., Ltd.
- Kuok Maritime Group
- Mitsui O.S.K Lines Ltd (MOL)
- MM Marine / Minerva Bunkering
- Oasis LNG No 1 Pte Ltd
- Ocean Network Express Pte Ltd
- Pacific International Lines (Private) Limited
- Wan Hai Lines Ltd

This award honours ships and shipowners that have demonstrated a strong commitment to environmental stewardship and forms a key component of the Maritime Singapore Green Initiative.

## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

### Sail Milestone Achievement Programme (SailMAP) Award



The SailMAP Award was presented by Mr Teo Teng Seng, President of the Singapore Shipping Association, to three seafarers in recognition of their professional sea career milestones.

Launched in June 2022, the SailMAP - Supporting Seafaring Careers through the Sail Milestone Achievement Programme, offers up to S\$50,000 to each eligible seafarer upon reaching key career benchmarks. The initiative underscores Singapore's commitment to nurturing and retaining talent within the maritime sector.

Congratulations to all award recipients!

## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

### A Night of Networking and Appreciation



The networking reception at the SRS Forum 2025 was generously supported by sponsors including China Classification Society (CCS), Eastaway, Evergreen Marine, Pacific International Lines (PIL), RINA, and Winning International. This provided a fitting close to the day's proceedings, cultivating new connections and reaffirming Maritime Singapore's collaborative ethos.



The SRS Forum remains a vital platform for dialogue, reflection, and strategic alignment. This year's strong turnout and active engagement underscore both the enduring strength of the Singapore Flag and the maritime community's collective readiness to navigate change, anchored in partnership and shared purpose.

MPA looks forward to welcoming all to the SRS Forum 2026, as we commemorate the 60<sup>th</sup> anniversary of the SRS together.

# Shipping Division Integrated Ship Services (ISS)

### Modernisation of the Ship Registration and Seafarer Management System

On 3 November 2025, MPA marked a major milestone in our digital transformation journey, with the launch of new ship name reservation and ship insurance certificate application processes. These form part of the initial steps which MPA is taking to progressively modernise our existing ship registration and seafarer management system.

Leveraging on Artificial Intelligence (AI), the new ship insurance certification application process helps reduce the application and processing time taken for SRS owners and operators to apply for / renew their insurance certificates, from 1-3 days previously to under 5 minutes.

Such enhancements seek to improve the service quality to SRS operators, by facilitating more efficient and user-friendly interactions, as well as reducing time and administrative burden. Further enhancements and applications would be progressively rolled out in coming years.

MPA remains committed to refining our digital infrastructure, in consultation with stakeholders and customers. This ensures that the SRS continues to meet high standards of professionalism and operational efficiency.



Briefings to the industry prior to the launch of Enhanced Ship Registration and Seafarer Management system in October 2025

# Day of the Seafarer 2025

### MPA Commemorates Day of the Seafarer

MPA commemorated the annual Day of the Seafarer on 25 June 2025, with a special event at the Singapore Maritime Gallery, Marina South Pier.

The event brought together maritime stakeholders – including seafarers, MaritimeSG Youth ambassadors, and representatives from our local seafarers' Missions, Singapore Maritime Foundation (SMF), Singapore Maritime Officers' Union (SMOU), Singapore Organisation of Seamen (SOS), Singapore Shipping Association (SSA), and industry.

Mr Ang Wee Keong, Chief Executive of MPA, graced the event as Guest-of-Honour, alongside members of the Welfare Committee for Seafarers (SWC).



The event featured the presentation of MPA's Annual Maritime Welfare Grant to four seafarers' Missions in Singapore, a continuing tradition that began in 1973.

Additionally, certificates were awarded to recent recipients of the Sail Milestone Achievement Programme (SailMAP), recognising their professional advancement in the maritime sector.

## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

In a gesture of appreciation for the vital contributions made by the seafaring community, MPA distributed specially designed canvas sling bags to some 10,000 seafarers visiting Singapore's ports. These bags represented a collaborative effort supported by industry partners including Jurong Port, SMOU, and SOS.

As a Member State to the Maritime Labour Convention, Singapore remains committed safeguarding the welfare and well being of seafarers and fulfilling our international obligations. MPA extended our heartfelt appreciation to all seafarers worldwide for their unwavering dedication and sacrifices in keeping global trade flowing.



# Engagement Session with Cadets/Seafaring students at SMA

### Engagement with COC students at Singapore Polytechnic

14<sup>th</sup> November 2025 — MPA, in collaboration with Singapore Maritime Academy (SMA), organised an engagement session for more than 200 seafaring students, cadets and trainees at Singapore Polytechnic.

The session had provided attendees with practical insights and tools to facilitate their training and career progression.

Capt Chatur Wahyu, Director of SMA, welcomed the participants with opening remarks. This was followed by three focused presentations delivered by officers from MPA's Shipping Division:



## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS

- Capt Nikhil and Capt Zheng Yi (Seafarers Skills Upgrading, Certification and Accreditation Department) provided updates on recent developments to the STCW Convention, including upcoming training requirements on the prevention of bullying, harassment, and sexual assault and sexual harassment.
- Ms. Nur Soliha (Seafarers Policy, Development and Welfare Department) outlined recent amendments to the Maritime Labour Convention, which further strengthen safeguards for seafarers' rights, welfare, and well-being.
- Capt Yi Wenhao (Marine Investigation Department) highlighted lessons learned from recent maritime incidents, underscoring the importance of cultivating a strong safety culture and effective leadership at sea.



## STAKEHOLDERS' ENGAGEMENT AND PARTNERSHIPS



A fruitful Q&A session followed thereafter, with students posing practical questions and suggestions. The open dialogue and interactive exchange provided the opportunity for MPA officers to directly address concerns and gather feedback to guide our efforts and respond to industry needs.

In his closing remarks, Mr Cheah Aun Aun, Director of Shipping / Marine, highlighted the importance of safety, accountability, and mental well-being for all seafarers. He also reaffirmed MPA's commitment to future ship digitalisation, decarbonisation and the adoption of new technologies as part of Singapore's maritime transition.



# Meeting of the MPA-RO Technical Committee

### MPA-RO Technical Committee Meeting 02/2025

Each year, MPA convenes two sessions of the MPA-RO Technical Committee, comprising members from MPA's eight (8) Recognised Organisation (RO). Such meetings allow MPA and ROs to gather and discuss issues and developments concerning technical standards, procedures and regulations. This ensures and facilitates the consistent application of maritime safety and environmental standards across different classification societies which service Singapore-flagged ships.



The second MPA-RO Technical Committee meeting was held on 8<sup>th</sup> October 2025. The meeting saw in-depth discussions on ways to improve the SRS' performance, application of new regulations concerning lifting appliances, ban of perfluoro-octane sulfonic acid (PFOS) in fire-fighting foams, as well as other statutory matters.



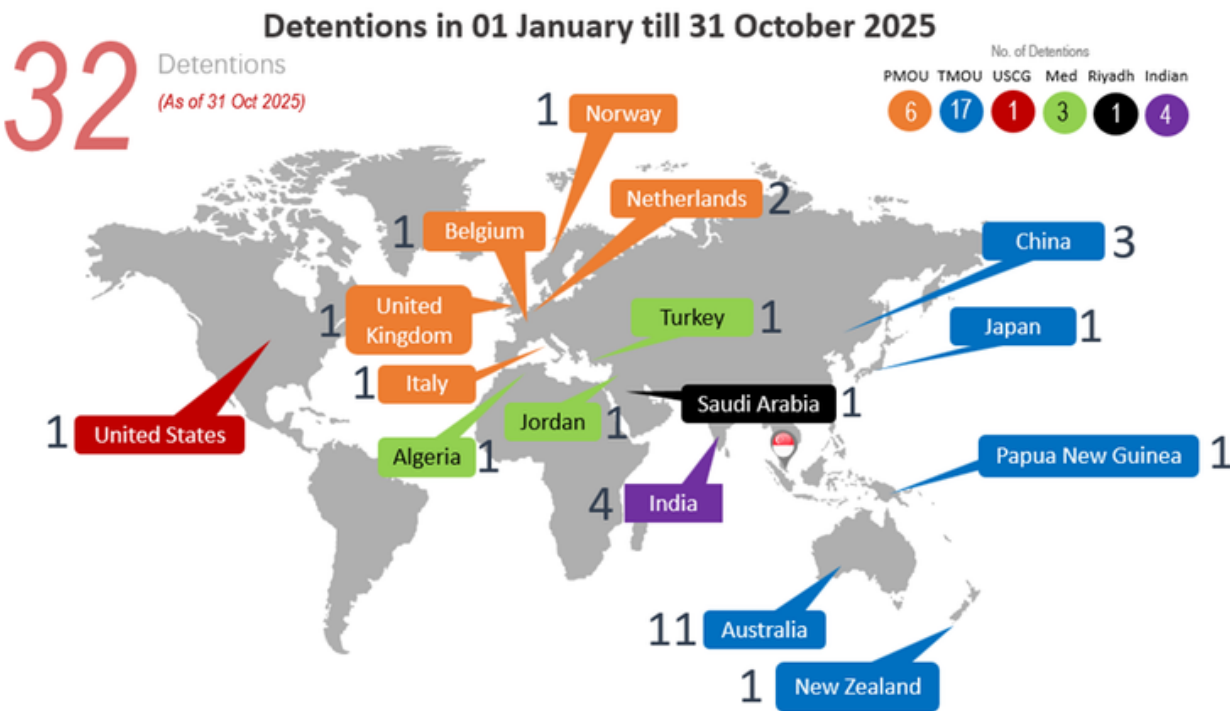
MPA will continue to work closely with our ROs to ensure that the SRS fleet and personnel continue to operate in an operationally safe and environmentally friendly manner.

# Port State Control Performance of Singapore-Registered Ships from 1<sup>st</sup> January to 31<sup>st</sup> October 2025

MPA is committed to maintaining the SRS as a quality flag.

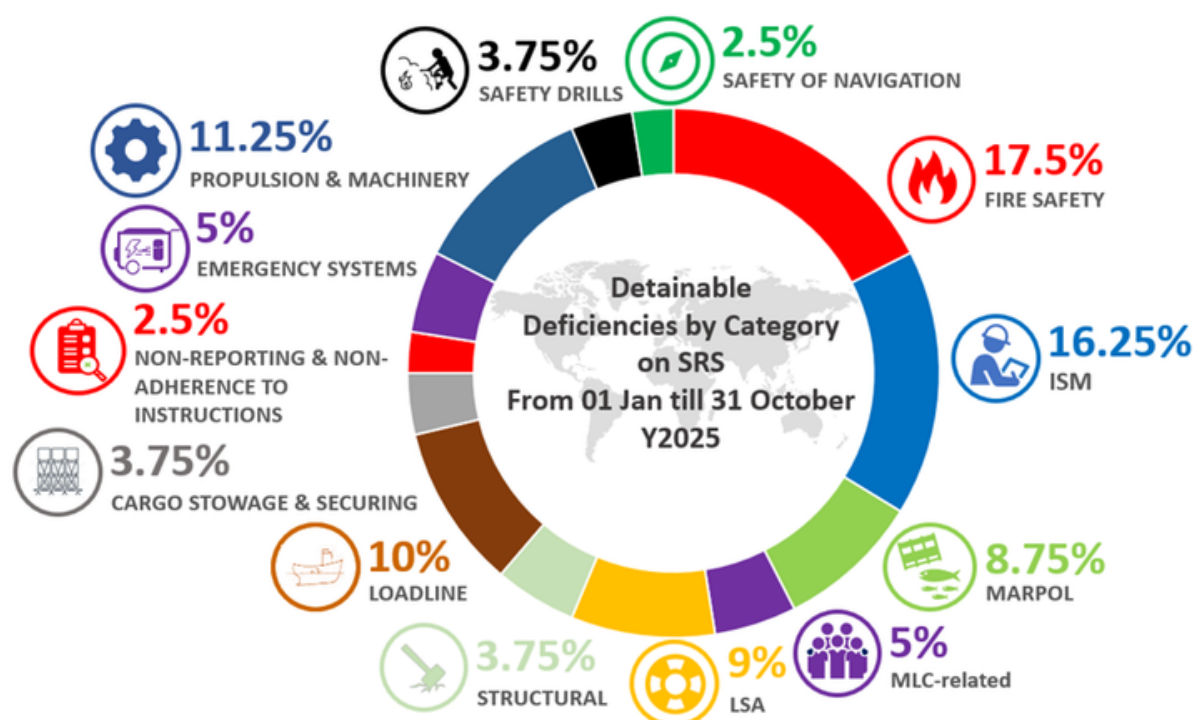
Between 1<sup>st</sup> January and 31<sup>st</sup> October 2025, a total of 2,109 and 446 Singapore-flagged ships were inspected by the members of Tokyo MOU and Paris MOUs respectively. As compared to the number of Singapore-flagged ships inspected during the same period in 2024, there was an increase of 15.2% in Tokyo MOU and a decrease of 2.2% in Paris MOU.

As of 31<sup>st</sup> October, 32 Singapore-flagged ships were detained under the various PSC regimes in 2025 – comprising 17 detentions under the Tokyo MOU, six detentions under the Paris MOU, 2 detentions by the US Coast Guard, 4 detentions under Indian Ocean MOU, 3 detentions under Mediterranean MOU, and 1 detention under Riyadh MOU.



## SRS PERFORMANCE

Broadly, the detentions were due to common PSC deficiencies, which could be avoided with proper planned maintenance and reporting of the defects. A breakdown of the deficiencies according to categories is shown below. Shipowners, ISM managers, and crew are hereby reminded to implement the Safety Management System and perform shipboard maintenance in compliance with the planned maintenance schedule.



Any defects or non-conformities should be promptly attended to and rectified in accordance with the ISM Code. For defects which cannot be promptly rectified, ship masters are requested to promptly report to MPA ([shipping@mpa.gov.sg](mailto:shipping@mpa.gov.sg)) and the ship's classification society. Masters should also promptly report the deficiency to the relevant competent authority when the vessel is calling at a port and ensured that the conditions imposed by MPA are adhered to.

MPA appreciates all shipowners, ISM managers, and crew for their contributions and support in ensuring compliance with international rules and regulations and keeping Singapore flag flying high.

# Industry Workshop on “The Prevention of Container Fire”

A workshop on “The Prevention of Container Fire” was held on 29<sup>th</sup> August 2025. The workshop was organised for selected operators with containerships registered with the SRS, to share best practices in enhancing measures on the safe storage, handling, and carriage of Dangerous Goods (DGs) in package form, in particular on the carriage of lithium-ion batteries.

Guest speakers from World Shipping Council, Wallem Group and Tindall Riley (Britannia) Singapore were invited to share guidance on safe storage and handling of Dangerous Goods onboard vessel, company’s experience and crew’s emergency response procedures over container fire incident and P&I club’s roles in assisting ship owners in the event of container fire including loss prevention advice and resources to help shipowners mitigate risk and prevent future incidents relating to Dangerous Goods onboard vessel. The workshop also offers breakout groups to discuss and identify areas that can further strengthen the safe carriage of DGs in package form. MPA would like to thank all the guest speakers and participants for their active participations and to continue maintaining quality and safe ships.



SRS PERFORMANCE



# Dialogue Session with SRS Operators ships calling ports in Paris MOU

As part of MPA's continued efforts to maintain Singapore as a quality flag, the Flag State Control Department, Shipping Division organised another dialogue session for operators of SRS calling ports of Paris MOU on 25<sup>th</sup> August 2025.

The session provided insights into the Port State Control performance of the SRS in ports of the Paris MOU and addressed common detainable deficiencies as well as practical steps to reduce the risk of PSC detentions.

To foster a learning culture of safety and quality in maritime operations, representatives from Northstar Ship Management were invited to share their best practices and solutions aimed at strengthening compliance standards. Other representatives from various ship management companies and classification societies also offered valuable perspectives on strengthening safety standards aboard SRS.

The dialogue provided attendees with information regarding the requirements for SRS vessels prior to arrival at Paris MOU ports, as well as the procedures that MPA would follow in the event of a vessel detention as well as conditions to be met for a vessel's release from the port of detention.



# Ferry Dialogue Session 2025

The annual Ferry Dialogue Session was organised by the Flag State Control Department on 27<sup>th</sup> August 2025, involving all regional ferry and port limit ferry operators. A total of 11 ferry operators and their crew, as well as three (3) ROs (Lloyd's Register, Bureau Veritas & Registro Italiano Navale), were in attendance.

Representatives from Majestic Ferry Shipmanagement Pte Ltd shared about a security-related incident which took place onboard its regional passenger ferry, while guest speakers from Bureau Veritas shed light on safety best practices applicable to passenger ferries. MPA has also provided participants with insights into recent major ferry incidents within the region, as well as data and statistics collected during detailed inspections on ferries conducted by our Flag State Control officers.



# Collision

Case study: Cargo boat sank after colliding with a bunker tanker at Singapore Eastern Fairway.

## What happened?

At dawn, cargo boat A was enroute from Marina South Wharf to Eastern Bunkering Anchorage 'C', while bunker tanker B was transiting from Eastern Petroleum Anchorage 'A' to Eastern Petroleum Anchorage 'B' for anchorage.

Cargo boat A attempted to cross ahead of bunker tanker B and collided with it.

As a result, cargo boat A took in water and subsequently sank. Police Coast Guard craft on site evacuated two crew members from the sinking cargo boat.

## Why did it happen?

The crew of cargo boat A failed to maintain a proper lookout and did not correctly assess the movement of bunker tanker B. No effective action was taken by cargo boat A despite hearing the warning sound signal given by bunker tanker B.

Bunker tanker B also failed to maintain a proper lookout to identify the developing close-quarters situation. The avoiding action was taken too late and proved ineffective due to the strong flooding current (see Figure 1).

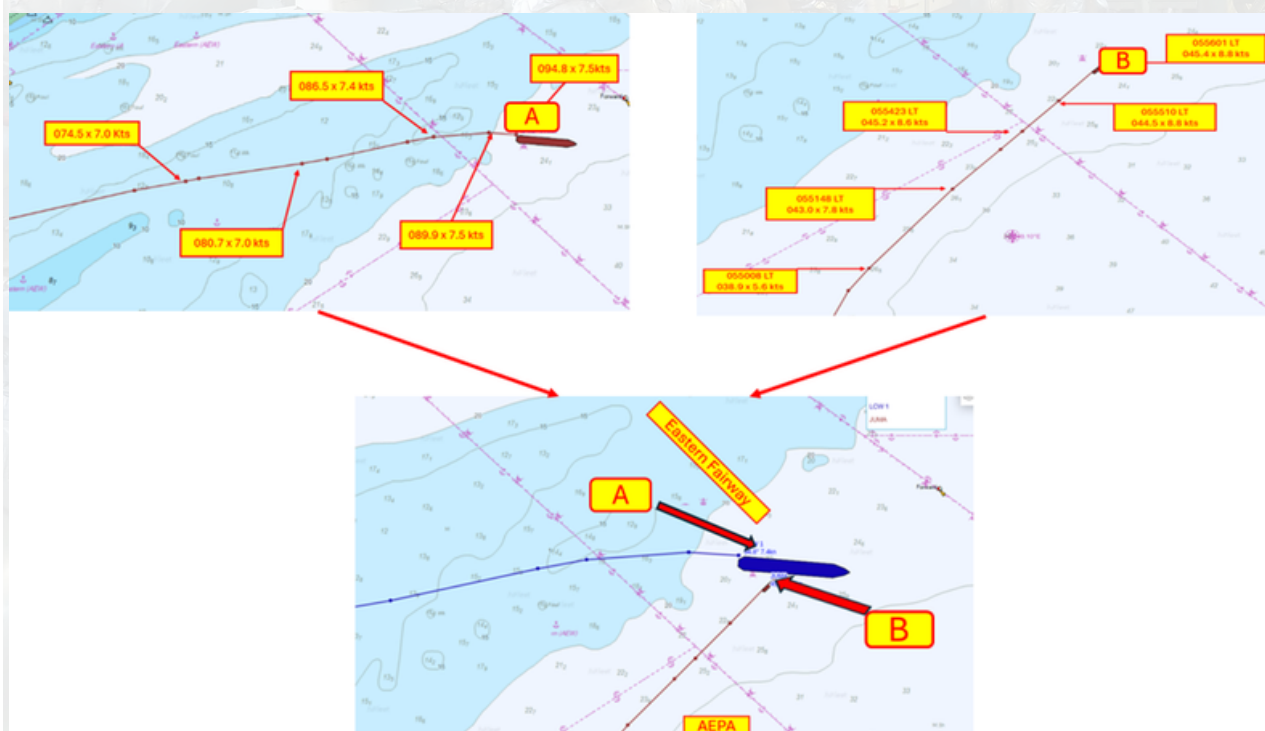


Figure 1

# Conclusion

### Bridge Watch Level

The bridge team on bunker tanker B consisted of the Master and Second Officer. The steering AB had been sent on deck to assist with securing the Yokohama fender. The Master had the conn and was simultaneously steering the vessel and operating the main engine telegraph, while the Second Officer was maintaining lookout, managing communications via VHF and walkie-talkie, and monitoring the vessel's position. With this arrangement, an effective lookout was not maintained, and the conning of the vessel was not properly carried out.

### Lookout

The lack of a proper lookout on both the cargo boat and the bunker tanker was the primary cause of the collision. The masters of both vessels failed to identify the developing risk of collision. Without proper assessment, the master of cargo boat A attempted to cross ahead of bunker tanker B, whose movement was neither adequately monitored nor evaluated.

# Transfer of Heavy Metal Plates Onboard

Case study: Injured by falling metal plate

## What happened?

Four crew members were lifting a bundle of metal plates by ship's provision crane. The bundle consisting of eight pieces of metal plates was lifted and placed with its long ends standing on ship's main deck at designated pipes and plates storage area.

To secure the bundle, crew members intended to lower each plate where it is faced down lying on deck for further shifting and securing at its designated area. However, it was not possible to lower each plate to face down because it was obstructed by an engine room ventilator support leg flange (see Figure 2).

Figure 2 (photograph was taken after the incident)



The crew members hence decided to roll each plate slightly to the port side to avoid the obstruction.

Two short pipes serving as rollers were placed under the bundle's long end. Two crew members, C1 and C2, carried out the shifting and succeeded in rolling three pieces of metal plates, laying them face down on deck.

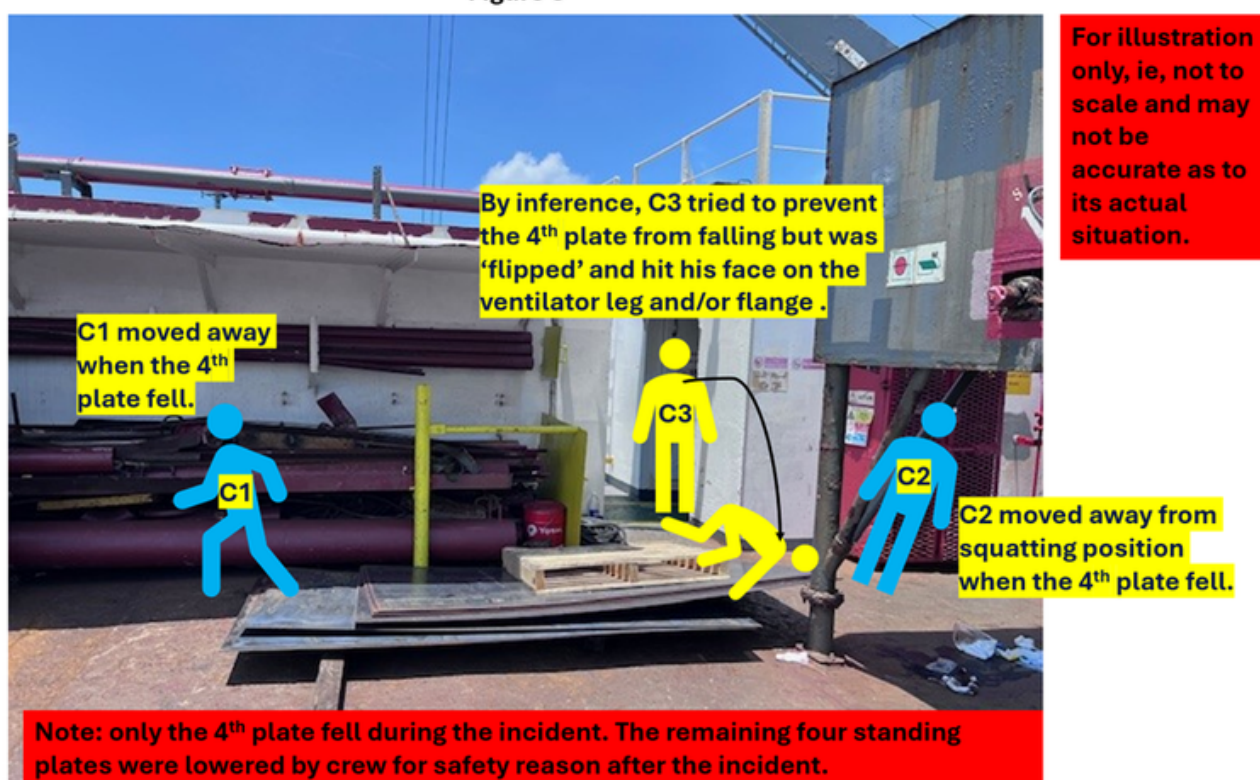
### Why did it happen?

While lowering the fourth metal plate, C1 and C2 lost control of the plate's weight load and released their respective grip on it. They moved away from the plate, which was falling face down.

Another crew member, C3, who was watching the shifting task, likely attempted to catch the plate to prevent it from falling. In doing so, C3 fell together in the direction of the falling plate, sustaining serious injuries on his face and shoulder area.

As per C2, he saw C3's silhouette passing very quickly in front of him (see Figure 3).

Figure 3



### Conclusion and recommendations

It was found that no detailed discussion and risk assessment were carried out by the crew members who were involved in the metal plate lifting and shifting task operations.

In addition, C3 was not involved in said operations. C3's reaction was likely spontaneous and out of good intention but was likely an unsafe one.

# Improvised Tool

Case study: Serious hand injury

## What happened?

While replacing the main engine starting air valve, an engineer officer, E1, used a battery-powered drill fitted with an improvised tool made onboard (see Figure 4) for cleaning the associated duct.

During the process of cleaning, E1 was wearing a pair of standard flex nitrile gloves, and he held on to the rotating spindle with his right hand (see Figure 5).



Figure 4



Figure 5

The rotating spindle caught the glove, leading to a serious injury of partial amputation of the right-hand index finger, approximately 4 cm in length (see Figure 6).

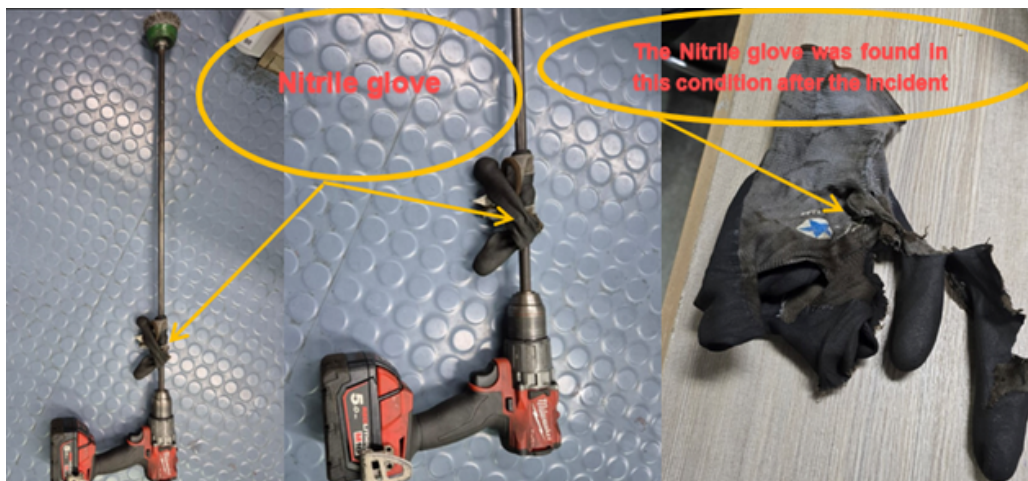


Figure 6

# Why did it happen?

The manufacturer's specific tool provided onboard (see Figure 7) was not used.



Figure 7

## Conclusion

Based on the information gathered, it is concluded that the task was carried out using an improvised tool. The improvised tool was being used as a quick solution for the required cleaning task, and the manufacturer's specific tool provided onboard was not used for the task in question.

In addition, wearing loose gloves had increased the risk of entanglement with the fast-rotating spindle connected to the battery-operated drill machine.

# Critical Findings from Inspections for Emergency Source of Electrical Power on Ships

MPA conducted an unannounced Focused Inspection Campaign (FIC) on Emergency Power Supply, as part of our Flag State and Port State Control of ships calling at Singapore waters.

This FIC was initiated due to several factors – including a recent spike in emergency power supply-related incidents, and concerns raised in the Tokyo MOU's Safety Bulletin 04/2024 regarding the "Sequence Test" or "Routine Test Switch (RTS)" methods for blackout tests potentially not meeting SOLAS Ch. II-1, Reg. 43.7 requirements.

On the latter, the Bulletin specifically highlighted that such testing methods may give ships' engineers a false sense of readiness of the ship's emergency systems during actual emergencies.

### Emergency Power Supply Testing

#### Attention Ship Operators, shipmasters, and Classification Societies



There have been numerous observations by PSCOs where the "simulated blackout" testing of the Emergency Generator is demonstrated as fully functional, but during an actual power blackout, the system does not meet the requirements of SOLAS Ch. II-1, Reg. 42 / 43.

### Emergency Power Supply Testing

Flag State Authorities, Classification Societies, and ISM Recognized Organizations should:

- Taking into account the information above, during routine inspections, surveys, and/or ISM audits, ensure that the emergency generator functionality is tested both by utilizing any "simulated blackout" routine/sequential test switch and a controlled blackout (as described in (2) above). If a discrepancy is noted – i.e. test is satisfactory during simulated black out during use "test switch" but unsatisfactory during controlled blackout – then appropriate actions should be taken either through amending emergency generator test procedure or assuring test switch circuit paths allow for a full and complete test of the emergency generator.
- If modifications of routine/sequential test switch circuit paths are required to ensure proper functionality, these modifications should be approved by Classification Society / Recognized Organization. Any amendments to the emergency generator testing procedure should be documented through the ship's safety management system and preventative maintenance system.
- Take note that electrical system design and approval is the responsibility of the cognizant Recognized Organization / Classification Society, to ensure that at a minimum the system complies with the requirements of SOLAS.

Fig.1 TMOU Safety Bulletin 04/2024

(see: [tokyo-mou.org/wp/wp-content/uploads/Safety-bulletin-Emergency-Power-Supply-Testing.pdf](https://tokyo-mou.org/wp/wp-content/uploads/Safety-bulletin-Emergency-Power-Supply-Testing.pdf))

During the campaign, 99 ships underwent inspection, with 12 ships detained in total. Of these, six detentions were directly related to FIC findings, representing a detention rate of 6.06%. This detention rate was notably higher than typical announced Concentrated Inspection Campaigns (CIC) (e.g. Tokyo MOU CIC 2019 - CIC-Emergency System & Procedure).

Five of the six detained ships directly related to the FIC findings experienced issues with the emergency source of electrical power, after tripping the Bus-Tie between the Main Switchboard and Emergency Switchboard (ESBD). Specifically:

- Two ships had timer relay issues preventing power supply to the ESBD within 45 seconds
- Two ships experienced emergency generator start-up failures
- One ship was found to be operating solely on emergency generator power due to non-functional auxiliary engines.

## CASE STUDIES & LESSONS LEARNT

Question	Yes	No	NA
3. At least two modes of starting provided and tested satisfactory (Battery charger to be off when testing battery start).	97.0%	3.0%	-
4. The emergency source of electrical power is able to self-start within 45 secs after tripping the Bus-Tie (interconnector feeder) between the MSBD and ESBD ("Sequential test" selector and/or "Routine Test Switch" not to be used for the blackout test).	67.7%	5.1%	27.3%
5. The emergency source of electrical power is able to operate at least the following items (a) Emergency fire pump (b) Emergency lightings and (c) Emergency steering motor at the same time.	60.6%	2.0%	37.4%
6. The emergency source of electrical power was able to hold power for at least 5-10 mins for the purpose of the PSC inspection to check the endurance of the emergency source of electrical power (Requirement is 18 hours for cargo ships).	70.7%	1.0%	28.3%
8. Quick closing valve of the independent fuel tank for the generator is tested and working satisfactory.	93.9%	3.0%	3.0%
11. Does Company SMS provide procedure of 'Controlled blackout' test (i.e. not using sequence test) to ensure the actual circuit paths required by SOLAS is Chapter II-1, Reg 42.3.1.2 / 43.3.1.2, can be accomplished a safe and practical manner	69.7%	15.2%	15.2%
12. Does the ship carry out controlled black out test as part of the planned maintenance system and/or emergency preparedness drills.	66.7%	9.1%	24.2%

Fig 2. Analysis relevant to the questionnaires

MPA emphasises that emergency generators are crucial shipboard equipment that must maintain operational readiness at all times. MPA will continue to scrutinise emergency source of electrical power compliance during routine Flag and Port State Control inspections.

Any identified non-compliance would result in serious deficiencies or vessel detentions, until repairs are completed to the satisfaction of both the attending Flag and Port State Control surveyors prior to vessel departure clearance.

Ship operators, managers, and owners are strongly advised to ensure proper testing procedures for emergency power systems, verify emergency generator automatic start capability, and maintain all emergency power systems including equipment connected to emergency switchboard in full working condition. Special attention should be given to reviewing and updating testing procedures, particularly for vessels using RTS methods. It is strongly recommended that appropriate changes are made on the company SMS as may be necessary.



Fig 3. Photos of various testing of Emergency Power Supply

CONTACT US

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SHIPPING DIVISION

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(Select option 1, followed by option 1)

**Seafarers Policy, Development & Welfare Department (SPDW):**  
(Select option 1, followed by option 2)

**Flag/Port State Control, Ship Regulatory, Design and Standards  
Department (FSC/PSC/SRDS):**  
(Select option 1, followed by option 3)

**Seafarers Skills Upgrading, Certification and Accreditation Department  
(SSCA):**  
(Select option 1, followed by option 4)



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