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PREVENTION OF POLLUTION OF THE SEA ACT (CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA (OIL) (AMENDMENT) REGULATIONS 2018

In exercise of the powers conferred by section 34 of the Prevention of Pollution of the Sea Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1. These Regulations are the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2018 and come into operation on 1 March 2018.

Amendment of First Schedule

2. Form B in Appendix II of the First Schedule to the Prevention of Pollution of the Sea (Oil) Regulations 2006 (G.N. No. S 685/2006) is amended —

- (a) by deleting paragraphs 1.11.8 and 1.11.9; and
- (b) by deleting paragraph 5 and substituting the following paragraph:

“5. **Construction** (regulations 18, 19, 20, 21, 22, 23, 26, 27, 28 and 33)

5.1 In accordance with the requirements of regulation 18, the ship is qualified as a segregated ballast tanker in compliance with regulation 18.9 □

5.2 Segregated ballast tanks (SBT) in compliance with regulation 18 are distributed as follows:

Tank	Volume (m ³)	Tank	Volume (m ³)
		Total volume: m³	

- 5.3 Crude oil washing (COW):
- 5.3.1 The ship is equipped with a COW system in compliance with regulation 33
- 5.3.2 The ship is equipped with a COW system in compliance with regulation 33 except that the effectiveness of the system has not been confirmed in accordance with regulation 33.1 and paragraph 4.2.10 of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))
- 5.3.3 The ship has been supplied with a valid Crude Oil Washing Operations and Equipment Manual, which is dated
- 5.3.4 The ship is not required to be but is equipped with COW in compliance with the safety aspects of the Revised COW Specifications (resolution A.446(XI) as amended by resolutions A.497(XII) and A.897(21))
- 5.4 Limitation of size and arrangements of cargo tanks (regulation 26):
- 5.4.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 26
- 5.4.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 26.4 (see regulation 2.2)

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- 5.5 Subdivision and stability (regulation 28):
- 5.5.1 The ship is required to be constructed according to, and complies with, the requirements of regulation 28
- 5.5.2 Information and data required under regulation 28.5 have been supplied to the ship in an approved form
- 5.5.3 The ship is required to be constructed according to, and complies with, the requirements of regulation 27
- 5.5.4 Information and data required under regulation 27 for combination carriers have been supplied to the ship in a written procedure approved by the Administration
- 5.5.5 The ship is provided with an Approved Stability Instrument in accordance with regulation 28.6
- 5.5.6 The requirements of regulation 28.6 are waived in respect of the ship in accordance with regulation 3.6. Stability is verified by one or more of the following means:
- .1 loading only to approved conditions defined in the stability information provided to the master in accordance with regulation 28.5
- .2 verification is made remotely by a means approved by the Administration
- .3 loading within an approved range of loading conditions defined in the stability information provided to the master in accordance with regulation 28.5
- .4 loading in accordance with approved limiting KG/GM curves covering all applicable intact and damage stability requirements defined in the stability information provided to the master in accordance with regulation 28.5

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- 5.6 Double-hull construction:
- 5.6.1 The ship is required to be constructed according to regulation 19 and complies with the requirements of:
- .1 paragraph 3 (double-hull construction)
 - .2 paragraph 4 (mid-height deck tankers with double side construction)
 - .3 paragraph 5 (alternative method approved by the Marine Environment Protection Committee)
- 5.6.2 The ship is required to be constructed according to, and complies with, the requirements of regulation 19.6
- 5.6.3 The ship is not required to comply with the requirements of regulation 19
- 5.6.4 The ship is subject to regulation 20 and:
- .1 is required to comply with paragraphs 2 to 5, 7 and 8 of regulation 19 and regulation 28 in respect of paragraph 28.7 not later than
 - .2 is allowed to continue operation in accordance with regulation 20.5 until
 - .3 is allowed to continue operation in accordance with regulation 20.7 until
- 5.6.5 The ship is not subject to regulation 20 and:
- .1 the ship is less than 5,000 tonnes deadweight
 - .2 the ship complies with regulation 20.1.2
 - .3 the ship complies with regulation 20.1.3

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- 5.6.6 The ship is subject to regulation 21 and:
- .1 is required to comply with regulation 21.4 not later than
 - .2 is allowed to continue operation in accordance with regulation 21.5 until
 - .3 is allowed to continue operation in accordance with regulation 21.6.1 until
 - .4 is allowed to continue operation in accordance with regulation 21.6.2 until
 - .5 is exempted from the provisions of regulation 21 in accordance with regulation 21.7.2
- 5.6.7 The ship is not subject to regulation 21 and:
- .1 the ship is less than 600 tonnes deadweight
 - .2 the ship complies with regulation 19 (tonnes deadweight $\geq 5,000$)
 - .3 the ship complies with regulation 21.1.2
 - .4 the ship complies with regulation 21.4.2 ($600 \leq$ tonnes deadweight $< 5,000$)
 - .5 the ship does not carry “heavy grade oil” as defined in regulation 21.2 of MARPOL Annex I
- 5.6.8 The ship is subject to regulation 22 and:
- .1 complies with the requirements of regulation 22.2
 - .2 complies with the requirements of regulation 22.3
 - .3 complies with the requirements of regulation 22.5
- 5.6.9 The ship is not subject to regulation 22

5.7 Accidental oil outflow performance:

5.7.1 The ship complies with the requirements of regulation 23



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*[G.N. Nos. S 393/2007; S 26/2008; S 466/2008;
S 792/2010; S 399/2011; S 469/2013; S 867/2014;
S 800/2015; S 79/2016; S 666/2016]*

Made on 28 February 2018.

NIAM CHIANG MENG
*Chairman,
Maritime and Port Authority of
Singapore.*

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