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PREVENTION OF POLLUTION OF THE SEA ACT 1990

PREVENTION OF POLLUTION OF THE SEA (AIR) (AMENDMENT) REGULATIONS 2024

In exercise of the powers conferred by section 34 of the Prevention of Pollution of the Sea Act 1990, 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 (Air) (Amendment) Regulations 2024 and come into operation on 1 May 2024.

Amendment of First Schedule

2. In the Prevention of Pollution of the Sea (Air) Regulations 2022 (G.N. No. S 837/2022), in the First Schedule —

- (a) in Chapter 3, in regulation 14, in paragraph 3.3, delete “and” at the end;
- (b) in Chapter 3, in regulation 14, in paragraph 3.4, replace the full-stop at the end with “; and”;
- (c) in Chapter 3, in regulation 14, in paragraph 3, after sub-paragraph .4, insert —
 - “.5 the Mediterranean Sea Emission Control Area, which means the area described by the coordinates provided in appendix VII to this Annex.”;
- (d) in Appendix V, after item 8, insert —

“9 The flashpoint (°C) specified in accordance with standards acceptable to the Organization,³ or a statement that the flashpoint has been measured at or above 70°C”;

(e) in Appendix V, renumber the existing item 9 as item 10;

(f) in Appendix V, after footnote 2, insert —

³ ISO 2719:2016, Determination of flash point – Pensky-Martens closed cup method, Procedure A (for Distillate Fuels) or Procedure B (for Residual Fuels).”;

(g) in Appendix VII, after paragraph 3, insert —

“4 In respect of the application of regulation 14.4, the Mediterranean Sea Emission Control Area for Sulphur Oxides and Particulate Matter includes all waters bounded by the coasts of Europe, Africa and Asia, and is described by the following coordinates:

- .1 the western entrance to the Straits of Gibraltar, defined as a line joining the extremities of Cape Trafalgar, Spain (36°11'.00 N, 6°02'.00 W) and Cape Spartel, Morocco (35°48'.00 N, 5°55'.00 W);
- .2 the Strait of Canakkale, defined as a line joining Mehmetcik Burnu (40°03'N, 26°11'E) and Kumkale Burnu (40°01'.00 N, 26°12'.00 E); and
- .3 the northern entrance to the Suez Canal excluding the area enclosed by geodesic lines connecting points 1-4 with the following coordinates:

Point	Latitude	Longitude
1	31°29'.00 N	32°16'.00 E
2	31°29'.00 N	32°28'.48 E
3	31°14'.00 N	32°32'.62 E
4	31°14'.00 N	32°16'.00 E

”; and

(h) replace Appendix IX with —

“APPENDIX IX

**Information to be submitted to the IMO Ship
Fuel Oil Consumption Database
(regulation 27)**

Identity of the ship

IMO number

Period of calendar year for which the data is submitted

Start date (dd/mm/yyyy)

End date (dd/mm/yyyy)

Technical characteristics of the ship

Year of delivery

Ship type, as defined in regulation 2 of this annex or other (to be stated)

.....

Gross tonnage (GT)¹

Net tonnage (NT)²

Deadweight tonnage (DWT)³

Power output (rated power)⁴ of main and auxiliary reciprocating internal
combustion engines over 130 kW (to be stated in kW)

.....

Attained EEDI⁵ (if applicable)

Attained EEXI⁶ (if applicable)

Ice class⁷

Fuel oil consumption, by fuel oil type in metric tonnes and methods used for
collecting fuel oil consumption data

.....

Distance travelled

Hours under way

For ships to which regulation 28 of MARPOL Annex VI applies:

Applicable CII:⁸ AER cgDIST

Required annual operational CII⁹

Attained annual operational CII before any correction¹⁰

Attained annual operational CII¹¹ Operational carbon intensity rating:¹²

A B C D E

CII for trial purpose (none, one or more on voluntary basis):¹³

EEPI (gCO₂/t•nm):

cbDIST (gCO₂/berth•nm):

cIDIST (gCO₂/m•nm):

EEOI (gCO₂/t•nm or others)¹⁴:

¹ Gross tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969.

² Net tonnage should be calculated in accordance with the International Convention on Tonnage Measurement of Ships, 1969. If not applicable, note “N/A”.

³ DWT means the difference in tonnes between the displacement of a ship in water of relative density of 1,025 kg/m³ at the summer load draught and the lightweight of the ship. The summer load draught should be taken as the maximum summer draught as certified in the stability booklet approved by the Administration or an organization authorized by it. If not applicable, note “N/A”.

⁴ Rated power means the maximum continuous rated power as specified on the nameplate of the engine.

⁵ Refer to the *2018 Guidelines on the method of calculation of the attained Energy Efficiency Design Index (EEDI) for new ships* (resolution MEPC.308(73), as amended by resolutions MEPC.322(74) and MEPC.332(76)), and as may be further amended.

⁶ Refer to the *2022 Guidelines on the method of calculation of the attained Energy Efficiency Existing Ship Index (EEXI)* (resolution MEPC.350(78)).

⁷ Ice class should be consistent with the definition set out in the International Code for Ships Operating in Polar Waters (Polar Code) (resolutions MEPC.264(68) and MSC.385(94)). If not applicable, note “N/A”.

⁸ Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).

⁹ Refer to the *2022 Guidelines on the reference lines for use with operational carbon intensity indicators (CII reference lines guidelines, G2)* (resolution MEPC.353(78)) and *2021 Guidelines on the operational carbon intensity reduction factors relative to reference lines (CII reduction factors guidelines, G3)* (resolution MEPC.338(76)).

- ¹⁰ As calculated in accordance with the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) before any correction using *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).
- ¹¹ As calculated in accordance with the *2021 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)) and having been corrected taking into account *Interim guidelines on correction factors and voyage adjustments for CII calculations (G5)* (resolution MEPC.355(78)).
- ¹² Refer to the *2022 Guidelines on the operational carbon intensity rating of ships (CII rating guidelines, G4)* (resolution MEPC.354(78)).
- ¹³ Refer to the *2022 Guidelines on operational carbon intensity indicators and the calculation methods (CII guidelines, G1)* (resolution MEPC.352(78)).
- ¹⁴ Refer to the *Guidelines for voluntary use of the ship energy efficiency operational indicator (EEOI)* (MEPC.1/Circ.684).

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[G.N. Nos. S 1016/2022; S 913/2023]

Made on 25 April 2024.

NIAM CHIANG MENG
Chairperson,
Maritime and Port Authority of
Singapore.

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