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PREVENTION OF POLLUTION OF THE SEA ACT
(CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA
(AIR) (AMENDMENT NO. 2)
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 (Air) (Amendment No. 2) Regulations 2018 and come into operation on 1 January 2019.

Amendment of First Schedule

2. The First Schedule to the Prevention of Pollution of the Sea (Air) Regulations 2005 (G.N. No. S 134/2005) is amended —

- (a) by inserting, immediately after the words “paragraph 6 of this regulation” in paragraph 5.1 of regulation 13, the words “(NO_x Tier III emission control area)”;
- (b) by deleting sub-paragraph 2 of paragraph 5.1 of regulation 13 and substituting the following sub-paragraph:

“.2 that ship is constructed on or after:

- .1 1 January 2016 and is operating in the North American Emission Control Area or the United States Caribbean Sea Emission Control Area;
- .2 1 January 2021 and is operating in the Baltic Sea Emission Control Area or the North Sea Emission Control Area;”;

- (c) by deleting the word “when:” immediately after sub-paragraph 2 of paragraph 5.1 of regulation 13;
- (d) by deleting the words “an emission control area designated for Tier III NO_x control under paragraph 6 of this regulation” in sub-paragraph 3 of paragraph 5.1 of regulation 13 and substituting the words “a NO_x Tier III emission control area”;
- (e) by deleting the word “convention” in sub-paragraph 3 of paragraph 5.2 of regulation 13 and substituting the word “Convention”;
- (f) by inserting, immediately after paragraph 5.3 of regulation 13, the following paragraphs:

“5.4 Emissions of nitrogen oxides from a marine diesel engine subject to paragraph 5.1 of this regulation that occur immediately following building and sea trials of a newly constructed ship, or before and following converting, repairing, and/or maintaining the ship, or maintenance or repair of a Tier II engine or a dual fuel engine when the ship is required to not have gas fuel or gas cargo on board due to safety requirements, for which activities take place in a shipyard or other repair facility located in a NO_x Tier III emission control area are temporarily exempted provided the following conditions are met:

- .1 the engine meets the Tier II NO_x limits; and
- .2 the ship sails directly to or from the shipyard or other repair facility, does not load or unload cargo during the duration of the exemption, and follows any additional specific routing requirements indicated by the port State in which the shipyard or other repair facility is located, if applicable.

5.5 The exemption described in paragraph 5.4 of this regulation applies only for the following period:

- .1 for a newly constructed ship, the period beginning at the time the ship is delivered from the shipyard, including sea trials, and ending at the time the ship directly exits the NO_x Tier III emission control area(s) or, with regard to a ship fitted with a dual fuel engine, the ship directly exits the NO_x Tier III emission control area(s) or proceeds directly to the nearest gas fuel