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PREVENTION OF POLLUTION OF THE SEA ACT
(CHAPTER 243)

PREVENTION OF POLLUTION OF THE SEA
(OIL) (AMENDMENT)
REGULATIONS 2015

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 may be cited as the Prevention of Pollution of the Sea (Oil) (Amendment) Regulations 2015 and come into operation on 1 January 2016.

Amendment of First Schedule

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

(a) by inserting, immediately after paragraph 34 of regulation 1, the following paragraphs:

“35 *Audit* means a systematic, independent and documented process for obtaining audit evidence and evaluating it objectively to determine the extent to which audit criteria are fulfilled.

36 *Audit Scheme* means the IMO Member State Audit Scheme established by the Organization and taking into account the guidelines developed by the Organization*.

* Refer to the *Framework and Procedures for the IMO Member State Audit Scheme*, adopted by the Organization by resolution A.1067(28).

37 *Code for Implementation* means the IMO Instruments Implementation Code (III Code) adopted by the Organization by resolution A.1070(28).

38 *Audit Standard* means the Code for Implementation.”;

(b) by inserting, immediately after paragraph 5 of regulation 3, the following paragraph:

“6 The Administration may waive the requirements of regulation 28.6 for the following oil tankers if loaded in accordance with the conditions approved by the Administration taking into account the guidelines developed by the Organization*:

- .1 oil tankers which are on a dedicated service, with a limited number of permutations of loading such that all anticipated conditions have been approved in the stability information provided to the master in accordance with regulation 28.5;
- .2 oil tankers where stability verification is made remotely by a means approved by the Administration;
- .3 oil tankers which are loaded within an approved range of loading conditions; or
- .4 oil tankers constructed before 1 January 2016 provided with approved limiting KG/GM curves covering all applicable intact and damage stability requirements.

* Refer to operational guidance provided in part 2 of the *Guidelines for verification of damage stability requirements for tankers* (MSC.1/Circ.1461).”;

(c) by deleting the words “regulation 28.6” in paragraph 2.2 of regulation 19 and substituting the words “regulation 28.7”;

(d) by deleting the words “paragraph 28.6” in paragraphs 1.2 and 4 of regulation 20 and substituting in each case the words “paragraph 28.7”;

(e) by inserting, immediately after paragraph 5 of regulation 28, the following paragraph:

“6 All oil tankers shall be fitted with a stability instrument, capable of verifying compliance with intact and damage stability requirements approved by the Administration having regard to the performance standards recommended by the Organization*: