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**MERCHANT SHIPPING ACT
(CHAPTER 179)**

**MERCHANT SHIPPING
(SAFETY CONVENTION) (AMENDMENT)
REGULATIONS 2011**

In exercise of the powers conferred by section 100 of the Merchant Shipping Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Merchant Shipping (Safety Convention) (Amendment) Regulations 2011 and shall come into operation on 1st January 2012.

Amendment of Regulation 2 of Chapter II-1

2. Regulation 2 of Chapter II-1 of the Merchant Shipping (Safety Convention) Regulations (Rg 11) (referred to in these Regulations as the principal Regulations) is amended by deleting the full-stop at the end of paragraph (*aa*) and substituting a semi-colon, and by inserting immediately thereafter the following paragraph:

“(ab) “Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers” means the International Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers, adopted by the Maritime Safety Committee by resolution MSC.287(87), and any amendment thereto which has come into force and has been accepted by the Government.”.

New Regulations 3-10 and 3-11 of Chapter II-1

3. Chapter II-1 of the principal Regulations is amended by inserting, immediately after Regulation 3-9, the following Regulations:

“Regulation 3-10

*Goal-based Ship Construction Standards for
Bulk Carriers and Oil Tankers*

(a) This Regulation shall apply to oil tankers of 150 m in length and above and to bulk carriers of 150 m in length and above, constructed with single deck, top-side tanks and hopper side tanks in cargo spaces, excluding ore carriers and combination carriers:

- (i) for which the building contract is placed on or after 1st July 2016;
- (ii) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1st July 2017; or
- (iii) the delivery of which is on or after 1st July 2020.

(b) Ships shall be designed and constructed for a specified design life to be safe and environmentally friendly, when properly operated and maintained under the specified operating and environmental conditions, in intact and specified damage conditions, throughout their life.

- (i) *Safe and environmentally friendly* means the ship shall have adequate strength, integrity and stability to minimise the risk of loss of the ship or pollution to the marine environment due to structural failure, including collapse, resulting in flooding or loss of watertight integrity.
- (ii) *Environmentally friendly* also includes the ship being constructed of materials for environmentally acceptable recycling.
- (iii) *Safety* also includes the ship's structure, fittings and arrangements providing for safe access, escape, inspection and proper maintenance and facilitating safe operation.
- (iv) *Specified operating and environmental conditions* are defined by the intended operating area for the ship throughout its life and cover the conditions, including intermediate conditions, arising from cargo and ballast operations in port, waterways and at sea.

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- (v) *Specified design life* is the nominal period that the ship is assumed to be exposed to operating and/or environmental conditions and/or the corrosive environment and is used for selecting appropriate ship design parameters. However, the ship's actual service life may be longer or shorter depending on the actual operating conditions and maintenance of the ship throughout its life cycle.

(c) The requirements of paragraphs (b) to (b)(v) shall be achieved through satisfying applicable structural requirements of an organisation which is recognized by the Director in accordance with the provisions of Regulation 1 of Chapter XI-1, conforming to the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers.

(d) A Ship Construction File with specific information on how the functional requirements of the Goal-based Ship Construction Standards for Bulk Carriers and Oil Tankers have been applied in the ship design and construction shall be provided upon delivery of a new ship, and kept on board the ship and ashore* and updated as appropriate throughout the ship's service. The contents of the Ship Construction File shall, at least, conform to the guidelines developed by the Organisation*.

* Refer to the Guidelines for the information to be included in a Ship Construction File (MSC.1/Circ.1343).

Regulation 3-11

Corrosion Protection of Cargo Oil Tanks of Crude Oil Tankers

(a) Paragraph (c) shall apply to crude oil tankers*, as defined in regulation 1 of Annex I to the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto, of 5,000 tonnes deadweight and above —

- (i) for which the building contract is placed on or after 1st January 2013; or
- (ii) in the absence of a building contract, the keels of which are laid or which are at a similar stage of construction on or after 1st July 2013; or
- (iii) the delivery of which is on or after 1st January 2016.