

MARITIME AND PORT AUTHORITY OF SINGAPORE

14 April 2021

Harbour Craft Community
Pleasure Craft Community
Shipping Community

SINGAPORE ECONOMIC DEVELOPMENT BOARD UPDATED ADVISORY FOR THE MARINE & OFFSHORE SECTOR

This advisory brings to the attention of the Singapore Economic Development Board's (EDB), requirements for all vessels arriving shipyards for repair in the Port of Singapore, updated 30 Mar 2021.

2 The purpose of this advisory is to highlight to the shipping, harbour and pleasure craft communities on the Industry Advisory "Mandatory Precautionary Measures for Shipyards".

3 The requirements are listed in EDB's circular as attached in ANNEX A and B.

4 Should you have any further queries, please feel free to reach out to your respective shipyard manager. Alternatively, if you have any questions you would like to raise, please contact EDB at cco@edb.gov.sg

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE



30 March 2021

UPDATED ADVISORY FOR THE MARINE & OFFSHORE SECTOR

1. The Economic Development Board (“EDB”) would like to inform all Marine & Offshore companies on the updated advisory for the Marine & Offshore sector dated 30 March 2021 as attached in Annex A.

2. Marine & Offshore companies are required to comply with prevailing COVID-Safe Restart Criteria for Shipyards, Resident Contractors and Common Contractors (Marine & Offshore); i.e. COVID-Safe Workforce, COVID-Safe Worksite and COVID-Safe Accommodation and Transport, where relevant.

3. Shipping, harbour and pleasure craft communities are also reminded to comply strictly with the Mandatory Precautionary Measures (MPM) for shipyard repair calls and waterfront facilities accepting vessels in Singapore as attached in Annex B.

4. For enquiries, Marine & Offshore companies can contact EDB at cco@edb.gov.sg .

KWANG KOON WAY

VICE PRESIDENT

EDB CENTRAL COVID-19 OPERATIONS

Annex A



30 March 2021

UPDATED ADVISORY FOR THE MARINE & OFFSHORE SECTOR

1. The COVID Safe Transportation criteria has been aligned with BCA requirements for the construction sector.
2. The Mandatory Precautionary Measures (MPM) in Annex B of the Safe Restart Document will come into effect on 5 April 2021.
3. The MPM will apply to all inbound vessels arriving at our Singapore-based shipyards and waterfront facilities on 5 April 2021 onwards. For vessel repair jobs that shipyards have already issued the Letter of Acceptance (LOA) in accordance with the MPM dated 19th Feb, shipyards are to write to their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg , with their specific queries at least 7 calendar days in advance. The case will be assessed accordingly, and an approval may be given on a case-by-case basis. (See attached FAQs)
4. The full listing and details of the COVID-Safe Restart Criteria for Shipyards, Resident Contractors and Common Contractors (Marine & Offshore) may be downloaded from MTI's GoBusiness portal (<https://covid.gobusiness.gov.sg>).

Updates and Clarifications

5. There will be regular reviews of measures and requirements as the global and local COVID-19 situations evolve. You can refer to MTI's GoBusiness portal (<https://covid.gobusiness.gov.sg/>) for updates.
6. For foreign-owned enterprises and large local enterprises, please contact EDB at <http://www.edb.gov.sg/en/contact/contact-us.html> if you have any queries or require clarifications. All other local enterprises can contact ESG at <https://covid.gobusiness.gov.sg/contact-us/> if you have any queries or require clarifications.

FAQs

Q1. What is the objective of the Updated Mandatory Precautionary Measures (MPM)?

A1. Due to rising infection rates and more ships expected to call at Singapore shipyards for repairs, the single On-Arrival Test (OAT) for arriving Not To Land (NTL) crew is insufficient to protect public health of our local yard workers. MOH developed the enhanced testing regime that targets the arriving NTL crew at shipyards. It takes a risk-calibrated approach to NTL crew of all non-passenger ships arriving at the shipyards for works, by aligning with the treatment of SafeTravel Pass RGL (SGL) travellers, i.e. OAT swab and serology, and D3, D7, D14 swabs.

Agencies have updated the MPM for Shipyard Repair Calls in Singapore to include an Enhanced Testing Regime, with the objective of ensuring the safety of our yard workers and the business continuity of our shipyards while Singapore continues to allow repair calls in our shipyards.
[Updated 30 Mar 2021]

Q2. If the vessel is unable to meet the criteria in the mandatory precautionary measures for shipyard repair calls in Singapore, can the shipyard still accept the repair job?

A2. Shipyards are to write to their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg , with their specific queries at least 7 calendar days in advance. The case will be assessed accordingly, and an approval may be given on a case-by-case basis. [Updated 30 Mar 2021]

Q3. If the vessel crew have not met the Pre-Departure Test criteria, can the shipyard still accept the repair job?

A3. Shipyards are to write to their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg , with their specific queries at least 7 calendar days in advance. The case will be assessed accordingly, and an approval may be given on a case-by-case basis. [Updated 30 Mar 2021]

Shipyards must inform their vessels to plan their voyage for her crew to take Pre-Departure PCR Swab Test at the last port of call or prior to entering Port of Singapore. Shipyards must sight all the vessel crew's Pre-Departure Negative PCR Swab Test results and keep all results as records. Shipyards can then issue the Letter of Acceptance to the vessel. [Updated 30 Mar 2021]

This set of measures have been carefully calibrated to provide lines of defence against C+ cases from vessel crew spilling over to the shipyard and the broader community. It is with the interest of preserving business continuity that the shipyards must implement these mandatory measures. Where there are C+ cases detected and worksite transmission is not contained at the shipyard, the whole shipyard could stop work for a period of time to prevent further transmission, which will be even more disruptive and costlier to the yard and ship owners in managing the incident as compared to implementing the mandatory precautionary measures.

Q4. When will the Updated Assessment Framework be implemented?

A4. Implementation date will be 5 April 2021. The Mandatory Precautionary Measures (effective date: 5 April 2021) will apply to all inbound vessels arriving at our Singapore-based shipyards and waterfront facilities on 5 April 2021 onwards. For vessel repair jobs that shipyards have already issued the Letter of Acceptance (LOA) in accordance with the Mandatory Precautionary Measures dated 19th Feb, shipyards are to write to their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg, with their specific queries at least 7 calendar days in advance. The case will be assessed accordingly, and an approval may be given on a case-by-case basis. [Updated 30 Mar 2021]

Annex B – Framework for Shipyard Repair Calls and Waterfront Facilities (e.g. Loyang Offshore Supply Base) Accepting Vessels [updated 30 March 2021]

UPDATED MANDATORY PRECAUTIONARY MEASURES FOR SHIPYARD REPAIR CALLS AND WATERFRONT FACILITIES ACCEPTING VESSELS IN SINGAPORE

To mitigate the risks of COVID-19 transmission from vessel crew, shipyards and waterfront facilities are to implement the following measures when accepting vessels at their premises.

If the vessel is unable to meet all criteria, the shipyard cannot accept the repair call. Shipyards can approach their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg, with their specific queries at least 7 days in advance. The case will be assessed and an approval may be given on a case-by-case basis.

The Mandatory Precautionary Measures (effective date: 5 April 2021) listed in the table below will apply to all inbound vessels arriving at our Singapore-based shipyards and waterfront facilities on 5 April 2021 onwards. For vessel repair jobs that shipyards have already issued the Letter of Acceptance (LOA) in accordance with the Mandatory Precautionary Measures dated 19th Feb, shipyards are to write to their respective account managers from the Singapore Economic Development Board (EDB) or Enterprise Singapore (ESG) and copy to EDB Central COVID Ops (CCO) team at cco@edb.gov.sg, with their specific queries at least 7 calendar days in advance. The case will be assessed accordingly, and an approval may be given on a case-by-case basis. [Updated 30 Mar 2021]

Mandatory Precautionary Measures for Shipyard Repair Calls and Waterfront Facilities Accepting Vessels in Singapore with Effect <u>From 5 April 2021</u>	
Shipyard shall issue the Letter of Acceptance (LOA) to ship owner/ master/ agent if and only if shipyard has assessed and is satisfied that all criteria for default approval have been met by incoming vessel and crew.	
Ship owner/master/agent shall then submit LOA to the MPA together with the Pre-Arrival Notification, before the ship’s arrival in Singapore.	
Criteria for Default Approval	
Passenger Ships^[2] (e.g. cruise ships, crew boats, yachts, ferries, etc.)	Non-Passenger Ships (e.g. harbour craft, tankers, bulk carriers, container and cargo vessels, oil rigs, semi-submersibles, FPSOs, offshore construction and offshore support vessels such as DSVs, AHTS, PSVs, pipelay vessels, etc.)
<u>Pre-Arrival Criteria for all ship types</u>	
Before arrival into Port of Singapore:	
a) Ship must not have had any new sign-ons within the last 14 days prior to entering the Port of Singapore.	

^[2] Passenger and Non-Passenger Ships together form an exhaustive list of all ships coming into our yards for repair.

- b) All crew/passengers must not have had shore leave and must not have had any physical interaction with any shore-based personnel in port of calls within the last 14 days prior to entering the Port of Singapore
- c) Yards must ensure that all crew have their negative PCR swab test (PDT) taken within 72hrs before departure from the last port of call, for ALL countries. Yards must sight and keep the crew's PDT negative test results as records.
- d) Shipyard is to issue LOA ONLY after the 3 preceding criteria are fulfilled.
- e) Ships agent/ manager/ owner must include the shipyard's LOA and PDT results when submitting the Pre-Arrival Notifications to MPA.
- f) Before Gas Free inspection can be conducted by Port Chemist, de-mucking operation can be conducted at the anchorages.
- g) Once vessel is anchored, de-mucking operation will be contactless (vessel crew will stay in cabin). Workers will go direct to tanks to start works. Meals and water will be arranged by contractor and workers will consume meals at a marked location near the deck open area.
- h) Only Recovered or Vaccinated Shore workers will be sent onboard to conduct the de-mucking operation.
- i) If de-mucking operation extends beyond a day, all Shore workers will be sent back to dormitory at night and return to vessel on following day until de-mucking operation is completed.
- j) For entry into shipyards, the total number of crew onboard must be:
 - i. less than 250 pax for passenger ships (until further notice)
 - ii. less than 100 pax for non-passenger ships (until further notice)

Upon arrival into Shipyard:

- k) An on-arrival PCR swab and Serology (Sero) test for all crew must be done onboard the ship in the yard ^[3]. No local worker or shore-based personnel shall board the ship at anchorage, berth or in the shipyard for visits, services or works (e.g. surveys, inspections, samples collection, ship husbandry, ship agency, ship superintendent, cargo, repairs, services, etc) until all crew on arrival swab and sero test results are cleared. All local workers who board the ship in the shipyard must adhere to the prevailing MPA Port Maritime Circular on SMM requirements onboard ship and Rostered Routine Testing (RRT) requirements prior to boarding the ship.
- l) Subsequently, crew are required to take Day 3 (D3), D7 and D14 PCR Swab tests, unless considered recovered. After the D14 PCR swab test, there are no more further tests to be done unless required to do so for public health actions. If the ship departure date coincides with the tests required and the departure time is after 12:00pm, the crew are required to take the test on the day of departure. If departure is before 12:00pm, a test should be arranged for the day before.
- m) Crew who have recovered from COVID-19 are to produce their first positive PCR Swab Test results prior entering Singapore.
- n) There is a maximum of 20 sign-ons per shipyard call (following STB's prevailing guidelines for crew change for cruise ships). Sign-ons will be carried out according to MPA's crew change guidelines within 48 hours prior to ship's departure from Singapore.
- o) There is a maximum of 50 sign-offs per shipyard call, as per existing conditions attached (following STB's prevailing guidelines for crew change for cruise ships). Sign-offs can be carried out in yard according to MPA's crew change guidelines.
- p) Any pre-departure swab tests required for sign-offs from Singapore are to be done onboard the ship in the yard or berthed next to shore^[3], subject to MPA's approval.

^[3] Any Ministry of Health, Singapore (MOH), Licensed Healthcare Institutes (HCI) listed in <https://www.moh.gov.sg/licensing-and-regulation/regulations-guidelines-and-circulars/details/list-of->

- q) Crew change is allowed based on the prevailing limits for sign-ons and sign-offs.
- r) Shore leave for crew is subject to MPA's prevailing shore leave framework.

Exemption for Harbour Craft from “no sign-ons within last 14 days” and PDT criteria

Harbour Craft are exempted from “no sign-ons within last 14 days” and PDT criteria above if the harbour craft crew are brought in under prevailing MPA Harbour Craft Crew Change Regime. However, they are still subjected to all the other criteria above.

Exemption for Emergency Repairs from Pre-Arrival Criteria

Emergency Repairs are exempted from Pre-Arrival criteria above. Shore-based personnel shall only board the ship to work after all crew have tested PCR Swab negative on D7. Contactless repair works can still be carried out once ship is safely berthed in shipyard.

If ships fulfilled the “No Crew Change within last 14 days” and “No Shore leave and interaction with any shore based personnel in overseas ports of call within last 14 days” except PDT criterion, shipyards must write into cco@edb.gov.sg for approval to allow shore based personnel to board the ship earlier for emergency repairs only.

[covid-19-swab-providers](#) that is approved to perform offsite swab tests can perform the pre-departure swab test for sign-offs and on-arrival swab test onboard the ship in the yard or berthed next to shore. No swab tests shall be performed at anchorage. If the HCI is not approved by MOH Licensing Division to perform offsite swabs, it will need to seek MOH Licensing Division's approval via eLIS@moh.gov.sg (cc cco@edb.gov.sg).