



SINGAPORE ECONOMIC DEVELOPMENT BOARD

29 October 2021

Marine Shipyards
Process (Petrochemical/ Petroleum) Terminals
Harbour Craft Community
Pleasure Craft Community
Shipping Community

UPDATES ON THE MANDATORY PRECAUTIONARY MEASURES

This advisory brings attention to the updates on Mandatory Precautionary Measures by Singapore Economic Development Board (EDB), for all ships arriving at EDB/ESG-managed shipyards for repairs and at EDB/ESG-managed shipyards and process (petrochemical/ petroleum) terminals for contact or contactless operations.

2 From 26 Oct 2359H, the NTL status of the following 6 countries of India, Bangladesh, Nepal, Pakistan, Sri Lanka, Myanmar are lifted. Indonesia is no longer a country of concern. Ships arriving from these countries will adhere to the updated mandatory precautionary measures listed below.

3 With immediate effect, EDB/ESG-managed shipyards and process terminals must ensure all inbound vessels fulfil all three pre-arrival criteria prior to conducting the full or segregated contactless operations:

Pre-Arrival Criteria

- a. No crew change within the past 14 days prior to entering Singapore
- b. No shore leave or physical interaction with any overseas individuals other than their own crew within the past 14 days prior to entering Singapore
- c. No contact operations done in the past 14 days

4 In the event an inbound vessel cannot fulfil (b) and (c) of the abovementioned criteria, EDB/ESG-managed shipyards and process terminals must adopt the Enhanced Segregated Contactless Operations (ESCO). Under this operation, the shore-based personnel (for example, the mooring crew and the surveyor) can only board the vessel with all the vessel crew in their accommodation at all times. The shore-based personnel must also minimally don the full personal protective equipment, which includes the face shield or safety goggles or equivalent, a fitted N95 mask, gown and gloves, prior to boarding the vessel. However, if the surveyor is required to only conduct ESCO with the vessel crew, the surveyor must don the heightened PPE¹ prior to boarding the vessel. If the vessel is unable to comply with the protocol of the

¹ Heightened PPE includes hospital grade coverall, full face respirator with cartridges/ half face respirator with cartridges and safety goggles and gloves

ESCO, EDB/ESG-managed shipyards and process terminals cannot accept the vessel and allow any operations to be conducted².

5 With immediate effect, EDB/ESG-managed shipyards must ensure all inbound vessels fulfil all three pre-arrival criteria and on arrival requirements prior to conducting contact operations:

Pre-Arrival Criteria

- a. No crew change within the past 14 days prior to entering Singapore
- b. No shore leave or physical interaction with any overseas individuals other than their own crew within the past 14 days prior to entering Singapore
- c. Yards must ensure that all crew, from ALL countries, must have their PCR swab test (PDT) taken and tested negative before departure from the last port of call. Thereafter, the ship is only allowed to conduct contactless operations in other ports of call prior to entering Port of Singapore. Yards must sight the crew' PDT negative test results before letter of acceptance is issued to ship agent/owner.

On-arrival Requirements

- a. Day 1 (D1) PCR Swab test followed by Antigen Rapid Test (ART) on D3, D7 and D10 to be done onboard the vessel at EDB/ESG managed shipyard / process terminals.
- b. Shore based personnel can only board after all crew are tested COVID Negative (C-) for their D1 On Arrival PCR Swab.

6 In the event an inbound vessel cannot fulfil any of the abovementioned criteria, EDB/ESG-managed shipyards have to contact EDB Central COVID-19 Operations at cco@edb.gov.sg

7 EDB/ESG-managed shipyards and process terminals are no longer required to obtain approval from EDB CCO for any inbound vessels conducting contactless ops (CO) or segregated contactless operations (SCO). EDB/ESG-managed shipyards and process terminals are to continue to submit a report of past week's vessels which had conducted CO, SCO and ESCO in their premises by the following Monday, 5pm. The report needs to state the vessel's last port of call and the departure date from last port of call, arrival date at the Port of Singapore and departure date from the Port of Singapore and the next port of call.

8 EDB/ESG-managed shipyards are no longer required to obtain approval from EDB CCO for any inbound vessels conducting contact operations. The vessels must adhere to the Mandatory Precautionary Measures when the vessels are berthed at the shipyards or process terminals. EDB/ESG-managed shipyards are to submit a report of past week's vessels which had conducted contact operations in their premises by the following Monday, 5pm. The report needs to state the vessel's last port of call and the departure date from last port of call, arrival date at the Port of Singapore and departure date from the Port of Singapore and the next port of call. A Nil return is required if there are no new vessels in the week.

9 Existing ships in Singapore will complete current heightened mandatory precautionary measures' test regime.

10 EDB/ESG-managed process terminals are reminded to always conduct contactless operations, regardless of the vessel's last port of call.

² More details of the contact, contactless operations and enhanced segregated contactless operations are found in the attached updated Mandatory Precautionary Measures deck.

11 From 1 November 2021, the pre-entry requirements for shore-based personnel entering the production areas of EDB/ESG-managed shipyards are as follows:

- a. Be on prevailing Rostered Routine Testing (RRT) i.e. 3 Days (3D) Antigen Rapid Test (ART) aka 3D FET RRT from 1 Nov 21 onwards
- b. With effect from 1 Nov 21, Shipyards must enforce all ad-hoc visitors/workers, who are not in any FET RRT regime, to be tested ART Negative (Ag-) within 24hrs prior to entering the shipyards. (Companies can consider turning on vaccinated differentiated settings/pre event testing in SE Business App to check adhoc workers/visitors who are not in any form of FET RRT into the worksite. These adhoc workers/visitors must be tested ART negative at MOH's approved test centres e.g. Quick Testing Centre or SASH Clinic within the past 24hrs before they are allowed to enter the worksite.)

12 EDB CCO encourages all companies to work with us closely together in this journey towards a COVID-resilient nation.

13 Please contact EDB Central COVID-19 Operations at cco@edb.gov.sg, for any clarification needed on this advisory.

MR KWANG KOON WAY
VP, CENTRAL COVID OPERATIONS (CCO)

Updated M&O SMM Annex B with effect from 29 Oct 21

Annex B – Framework for Shipyard Repair Calls and Waterfront Facilities (e.g. Loyang Offshore Supply Base) Accepting Vessels

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.

Mandatory Precautionary Measures for Shipyard Repair Calls and Waterfront Facilities Accepting Vessels in Singapore with Effect From 29 Oct 2021	
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 <u>14</u> days prior to entering the Port of Singapore. b) All crew/passengers must not have had shore leave and must not have had any physical interaction with any overseas shore-based personnel in port of calls within the last <u>14</u> days prior to entering the Port of Singapore c) Yards must ensure that all crew have their negative PCR swab test (PDT) taken before departure from the last port of call, for ALL countries. Thereafter, the ship is only allowed to conduct contactless operations in other ports of call prior to entering Port of Singapore. Yards must sight and keep the crew's PDT negative test results as records. d) Shipyard is to issue LOA ONLY after the 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) Any ship with suspected C+ or close contact on board will not enter Port of Singapore unless MPA and PHS approve of the contactless ops only g) Before Gas Free inspection can be conducted by Port Chemist, de-mucking operation can be conducted at the anchorages. h) 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. i) Only Recovered or Vaccinated Shore workers will be sent onboard to conduct the de-mucking operation.	

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

- j) 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.
- k) 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:

- l) An on-arrival PCR swab 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 are tested negative for on arrival PCR swab**. 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 prevailing Rostered Routine Testing (RRT) requirements, prior to boarding the ship.
- m) **Subsequently, crew are required to take Antigen Rapid Test (ART) on Day 3 (D3), D7 and D10. After the D10 ART**, 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.
- 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.
- 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

Ships calling at shipyards for emergency repairs must adhere to the updated enhanced testing regime above.

Emergency Repairs are exempted from Pre-Arrival criteria above. **Shore-based personnel shall only board the ship to work after all crew have tested ART negative on D10**. Contactless repair works can still be carried out once ship is safely berthed in shipyard.

^[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-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).