



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 13 of 2024

24 DEC 2024

Shipping Community

REVISIONS TO THE MARITIME SINGAPORE GREEN INITIATIVE (MSGI) – INTEGRATION OF GREEN PORT PROGRAMME (GPP) INTO THE ENHANCED GREEN SHIP PROGRAMME (GSP) FOR OCEAN-GOING VESSELS

This circular supersedes Port Marine Circular No.10 of 2022 and will take effect from 1 January 2025 until 31 December 2027.

2 The MSGI has been enhanced to better align with the targets established by the International Maritime Organization (IMO) to achieve peak greenhouse gas (GHG) emissions from international shipping as soon as possible, and to guide the industry towards reaching net-zero by or around 2050.

3 Under the revised MSGI, with effect from 1 January 2025, the current GPP will be integrated under the enhanced GSP – Green Port. The existing incentives for harbour craft under GPP will be subsumed under a new Green Craft Programme (GCP). Details will be provided in Port Marine Circular No. 15 of 2024.

[For Ocean-Going Vessels] Key Enhancements to the GSP – Green Port

4 The enhanced GSP - Green Port will continue to incentivise ocean-going vessels calling at the Port of Singapore for **port stays of 4 days or less** – with vessels meeting either of the following criteria:

- i. **Use of zero-emission fuel/technology (e.g. hydrogen, full electrification, hybrid of hydrogen fuel cell and electrification etc.)**
Ocean-going vessels that use zero-emission fuel/technologies as its primary fuel or propulsion means will enjoy 100% concession off the port dues for eligible vessel call.
- ii. **Use of zero-carbon fuel (e.g. ammonia with pilot fuel capped at 25% with ammonia slip/NO_x/N₂O addressed, B100 biofuel, green methanol etc.)**
Ocean-going vessels that use zero-carbon fuels will enjoy 100% concession off the port dues for eligible vessel call.

- iii. **Use of low-carbon content fuels with C_F value¹ ≤ 1.375 (e.g. Methanol), or using LNG in engine with methane slip addressed to max 1%, or biofuels B50 and above up to B99.**

Ocean-going vessels that use relevant low-carbon content fuel as its primary fuel will enjoy 30% concession off the port dues for eligible vessel call.

- iv. **Use of low carbon content fuels with $1.375 < C_F$ value ≤ 2.750 , e.g. LNG (in engine without methane slip addressed), or biofuels B24 and above up to B49.**

Ocean-going vessels that use relevant low-carbon content fuel as its primary fuel will enjoy 20% concession off the port dues for eligible vessel call.

5 To participate in the GSP - Green Port, shipowners or charterers should ensure that their vessels are pre-registered under the GSP – Green Port via digitalPORT@SG™ prior to arrival at the Port of Singapore. A step-by-step guide for registering of vessels under the programme can be found in **Annex I** of this circular.

6 For each arrival call at the Port of Singapore, the vessel shall declare its participation in the GSP – Green Port in the Pre-Arrival Notification form (“PAN”).

Existing vessels under the current GPP

7 Currently registered ocean-going vessels under the existing GPP will **not** be automatically enrolled in the GSP – Green Port. Vessels must re-register to qualify for the new incentives under the enhanced GSP - Green Port.

Terms and Conditions of the GSP - Green Port

8 Participants in the GSP – Green Port are advised of the following terms and conditions:

- i. The GSP – Green Port is only valid for ocean-going vessels calling at the Port of Singapore.
- ii. To qualify for the port dues concession, the vessel must adhere to a port stay of 4 days or less.
- iii. To enjoy the applicable port dues concession, the master or agent of the registered vessel must declare the **same** selected criteria under GSP – Green Port during registration in the PAN for each applicable port call. It is the vessel’s agent or charterer’s responsibility to inform the master of the selected criteria. There will not be any retrospective adjustments made.
- iv. Vessels using zero-emission technology must initiate the switch **to** zero-emission technology for the main engine and auxiliary engine(s) **before** entering Singapore Port Limits if not already done so. The use of such technology must be maintained throughout the port stay to qualify for the concession (i.e. no switching from zero-emission technology at anytime while within Singapore Port Limits). The switch **from** zero-emission technology must only be initiated **after** exiting Singapore Port Limits.
- v. Vessels using zero- or low- carbon fuel must initiate the switch **to** zero- or low-carbon fuel for the main engine and auxiliary engine(s) **before** entering Singapore

¹ C_F value refers to a non-dimensional conversion factor between fuel consumption (measured in g) and CO₂ emission (measured in g based on carbon content).

Port Limits if not already done so. The use of such fuels must be maintained throughout the port stay to qualify for the concession (i.e. no switching from zero- or low- carbon fuels at any time while within Singapore Port Limits). The switch **from** zero- or low- carbon fuel must only be initiated **after** exiting Singapore Port Limits. Vessels are required to retain the information listed in **Annex II** for at least **one** year from the date of declaration. Copies of supporting documents such as the International Air Pollution Prevention (IAPP) or Engine International Air Pollution Prevention (EIAPP) certificates, daily consumption record(s), relevant bunker delivery note(s), engine record(s), and ISCC certification must be made available to the Maritime and Port Authority of Singapore (MPA) upon request.

- vi. For each ocean-going vessel to be granted concessions, the documents listed in **Table 1** shall be submitted during the registration process for verification. The documents should be sent to greenport@mpa.gov.sg.

Table 1: Documentary Evidence

New Criteria	Document(s) needed during registration	<u>Documents to be made available to MPA upon request throughout the concession period</u> *
Use of zero-emission fuel/technology (e.g. hydrogen, full electrification, hybrid of hydrogen fuel cell and electrification etc.)	<ul style="list-style-type: none"> • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Class certificate 	<ul style="list-style-type: none"> • Relevant bunker delivery note(s) • Daily consumption record(s) • Engine record(s) • A Proof of Sustainability or similar documentation from a recognized scheme
Use of zero-carbon fuel (e.g. ammonia with pilot fuel capped at 25% with ammonia slip/NO _x /N ₂ O addressed, B100, green methanol)	<ul style="list-style-type: none"> • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Class certificate • Class/engine maker attestation to certify pilot fuel consumption and how ammonia slip/NO_x/N₂O is addressed (new) 	<ul style="list-style-type: none"> • Relevant bunker delivery note(s) • Daily consumption record(s) • Engine record(s) • A Proof of Sustainability or similar documentation from a recognized scheme
Use of low-carbon content fuels with	<ul style="list-style-type: none"> • International Air Pollution Prevention 	<ul style="list-style-type: none"> • Relevant bunker delivery note(s)

<p>C_F value \leq 1.375 (e.g. Methanol), or using LNG in engine with methane slip addressed to max 1%, or biofuels B50 and above up to B99</p>	<p>(IAPP) Certificate with its accompanying supplements</p> <ul style="list-style-type: none"> • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Class certificate • Class/engine maker attestation to certify pilot fuel consumption and how methane slip is addressed (new). This will be subject to checks to qualify for this higher tier. 	<ul style="list-style-type: none"> • Daily consumption record(S) • Engine record(s) • A Proof of Sustainability or similar documentation from a recognized scheme • Certificate of Quality (inclusive of FAME content)
<p>Use of low carbon content fuels with $1.375 < C_F$ value \leq 2.750, e.g. LNG (in engine without methane slip addressed), or biofuels B24 and above up to B49</p>	<ul style="list-style-type: none"> • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Class certificate 	<ul style="list-style-type: none"> • Relevant bunker delivery note(s) • Daily consumption record(s) • Engine record(s) • A Proof of Sustainability or similar documentation from a recognized scheme • Certificate of Quality (inclusive of FAME content)

* Vessels are required to retain the information listed above for at least **one** year from the date of declaration. Copies of supporting documents such as the International Air Pollution Prevention (IAPP) or Engine International Air Pollution Prevention (EIAPP) certificates, daily consumption record(s), relevant bunker delivery note(s), engine record(s), and ISCC certification must be made available to the Maritime and Port Authority of Singapore (MPA) upon request.

9 The port dues concession offered under GSP – Green Port is valid in conjunction to any other concessions that the vessel may enjoy. All participants of GSP – Green Port are subject to the Terms and Conditions outlined in the Port Marine Circular (PMC).

10 For enquiries regarding the programme, please refer to the Frequently Asked Questions (FAQs) in **Annex III**. Should you have any further questions, please contact us at greenport@mpa.gov.sg.

CAPT CHONG JIA CHYUAN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

STEP-BY-STEP GUIDE FOR VESSEL REGISTRATION UNDER THE GSP-GREEN PORT

1. To register vessels under the GSP – Green Port, it is essential to use a valid digitalPORT@SG™ account.
2. Access the digitalPORT@SG™ platform at <https://digitalport.mpa.gov.sg/>. Upon logging in, navigate to the Registration section and select “Register Owned/Chartered Vessel Under Green Ship Programme – Green Port (For Ocean-going Vessels)” and follow the steps below:
 - a. **Step 1 of 4 (Registration)**
Select the “Create/Update” hyperlink to add a record into the GSP – Green Port.
 - b. **Step 2 of 4 (Create/ Update Vessel Operator)**
Provide the contact details of the vessel operator and local agents (if any). After completing this information, proceed by selecting the “Next Page” button.
 - c. **Step 3 of 4 (List of Registered Vessels)**
Choose the “Add” button to register a vessel in the GSP – Green Port.
 - d. **Step 4 of 4 (Vessel Selection)**
 - (i) Input the initial characters of the vessel name, Call Sign or IMO number
 - (ii) Select the “Search” button to retrieve a list of vessels that match the search criteria.
 - (iii) From the list, select the vessel to register the vessel in the GSP – Green Port
 - (iv) Complete the required fields under the “Create Vessel Information” form.
3. Upon successful registration, vessels will be listed in the List of Registered Vessels.

SAMPLE RECORD TO BE MAINTAINED BY VESSELS

A. Information on initiation of fuel switch

		INITIATION OF FUEL SWITCH TO ZERO-EMISSION TECHNOLOGY OR ZERO/LOW CARBON FUEL			
		MAIN ENGINE		AUXILIARY ENGINE	
		Before entering Singapore Port Limit	After entering Singapore Port Limit	Before entering Singapore Port Limit	After entering Singapore Port Limit
DATE (DD/MM/YY)					
TIME (24HR FORMAT)					
POSITION	LATITUDE (dd°mm'ss'")				
	LONGITUDE (dd°mm'ss'")				

B. Information on the amount of zero or low carbon fuel used

	AMOUNT OF ZERO/LOW CARBON FUEL USED					
	While underway from Singapore Port Limit to berth*		While alongside		While underway from berth to Singapore Port Limit*	
	Main Engine	Auxiliary Engine	Main Engine	Auxiliary Engine	Main Engine	Auxiliary Engine
Type of Fuel used						

*Including stay in anchorage

NOTE:

- (1) Vessels are required to retain the specified information for a minimum duration of **one** year from the time of declaration.
- (2) Records from other countries may be deemed acceptable, provided they contain all the information outlined above.

FREQUENTLY ASKED QUESTIONS (FAQs) FOR GREEN SHIP PROGRAMME (GSP) – GREEN PORT

1. **How can a vessel qualify for the port dues concession under the GSP – Green Port?**
To qualify for the port dues concession, the vessel must be pre-registered under GSP – Green port via digitalPORT@SG™ **prior** to its arrival at the Port of Singapore. Additionally, a declaration must be submitted through the Pre-Arrival Notification (“PAN”) form, accessible at: <http://www.mpa.gov.sg/assets/app/ePANS/epan.html>
2. **Where should a vessel be registered for the GSP – Green Port?**
The registration or de-registration of a vessel must be made through digitalPORT@SG™ (<https://digitalport.mpa.gov.sg/>). A step-by-step guide is available in **Annex I**.
3. **What is the requirement in port stay duration to be eligible for the port dues concession?**
The port dues concession is applicable only to vessels that stays **4 days or less** in the Port of Singapore and registered under the GSP – Green Port.
4. **What if a vessel meets multiple criteria under the GSP – Green Port?**
The ship owner or operator may register the vessel under **only one** of the qualifying criteria, which include:
 - a. Use of zero-emission fuel/technology (e.g. hydrogen, full electrification, hybrid of hydrogen fuel cell and electrification etc.)
 - b. Use of zero-carbon fuel (e.g. ammonia with pilot fuel capped at 25% with ammonia slip/NO_x/N₂O addressed, B100 biofuel, green methanol etc.)
 - c. Use of low-carbon content fuels with C_F value ≤ 1.375 (e.g. Methanol), or using LNG in engine with methane slip addressed to max 1%, or biofuels B50 and above up to B99.
 - d. Use of low carbon content fuels with 1.375 < C_F value ≤ 2.750, e.g. LNG (in engine without methane slip addressed), or biofuels B24 and above up to B49.

The vessel’s operator or agent must submit the necessary supporting documents to the MPA via greenport@mpa.gov.sg for assessment. The applicable port dues concession will be based on the registered and satisfied qualifying criteria. There will not be any retrospective adjustments made for errors in registration or criteria selection.
5. **What operating condition(s) must the vessel meet to qualify for the zero or low carbon fuel criteria?**
Vessels must switch **to** low/zero carbon fuel for the main engine and auxiliary engine(s) **before** entering Singapore Port Limits if not already done so. The use of low- or zero-carbon fuel should be **maintained throughout the port stay** to qualify for the concession (i.e. no switching from zero- or low- carbon fuels at any time while within Singapore Port Limits. The switch over **from** low- or zero- carbon fuel should only be initiated **after** exiting Singapore Port Limits.
6. **What operating condition must the vessel satisfy to qualify for the zero-emission fuel/technology criteria?**
Vessels should switch **to** zero-emission fuel/technology for the main engine and auxiliary engine(s) **before** entering Singapore Port Limits if not already done so. The use of zero-emission fuel/technology should be **maintained throughout the port stay** to qualify for the concession (i.e. no switching from zero-emission technology at any time while within Singapore Port Limits). The switch **from** zero-emission fuel/technology should only be initiated **after** exiting Singapore Port Limits.

7. If the vessel registered under GPP now satisfies the new criteria under GSP – Green Port, do I have to re-register the vessel?

Vessels previously registered under the GPP that fulfils the new GSP – Green Port criteria must be **re-registered** through digitalPORT@SGTM.

8. Are there any fees associated with registering a compliant vessel under GSP – Green Port?

No, there are no fees required to register the vessel.

9. Is there a validity period for the compliant vessel from the date of registration?

Once registered, the vessel will remain listed under the GSP – Green Port until 31 Dec 2027, provided it continues to meet the qualifying criteria and submits necessary documents for verification upon request by the MPA.

10. What should I do if I am unsure whether the vessel qualifies?

For any uncertainties regarding the qualification, please contact us at greenport@mpa.gov.sg. We would be pleased to assist further.