



**MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 12 OF 2024**

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Applicable to: This circular should be brought to the attention to all Singapore-registered ship owners, ship managers and the shipping community.

REVISIONS TO THE MARITIME SINGAPORE GREEN INITIATIVE – GREEN SHIP PROGRAMME FOR SINGAPORE-REGISTERED SHIPS

This Shipping Circular provides details on revisions to the Maritime Sector Green Initiative (MSGI), which will take effect from 1 January 2025 until 31 December 2027. Under the revised MSGI, the Green Ship Programme (GSP) has been enhanced to address the targets set by the International Maritime Organization (IMO) to peak greenhouse gas (GHG) emissions from international shipping as soon as possible and reach net-zero by or around, i.e. close to 2050; the emergence of greener engines/technologies; and the Carbon Intensity Indicator (CII) requirement under MARPOL Annex VI which entered into force on 1 January 2023.

MARITIME SINGAPORE GREEN INITIATIVE
\$50 million commitment from 2025 - 2027

Green Ship Programme

- Initial Registration Fee and Annual Tonnage Tax Discounts for Singapore-Registered Ships (SRS) that are:
 - Energy efficient
 - Equipped with zero-emission/zero-carbon/low-carbon technologies
- Port Dues discounts for ocean-going vessels calling at the Port of Singapore that use zero-emission/zero-carbon/low-carbon fuels in port

Green Port Infrastructure Programme

- Funding for projects and studies related to the decarbonisation of the Port of Singapore

Green Craft Programme

- Port dues discounts for harbour craft that use zero-emission/zero-carbon/low-carbon fuels or technologies

Green Energy and Technology Programme

- Funding to support the development, uptake and commercialisation of high Technology Readiness Level (TRL) technologies

Green Awareness Programme

- Funding to develop industry capabilities in carbon accounting and management

2 Under the enhanced GSP, MPA will provide ship owners of Singapore-registered ships (SRS) with the following incentives:

- (i) **Adopt Zero-Emission fuelled engine/technology**
SRS that adopt engines/technologies capable of using zero-emission fuels (e.g. hydrogen, battery) as its primary fuel. These ships will enjoy 100% concession on the Initial Registration Fee (IRF) and 100% concession on the Annual Tonnage Tax (ATT).
- (ii) **Adopt Zero-Carbon coupled with near-zero emissions fuelled engine**
SRS that adopt engines capable of using zero-carbon fuels (e.g. ammonia with pilot fuel capped at 25% on an energy basis with ammonia slip, NO_x and N₂O addressed) as its primary fuel will enjoy 100% concession on the IRF and 80% concession on the ATT.
- (iii) **Adopt Low-Carbon fuelled engine with C_F Value ≤ 1.375**
SRS that adopt engines capable of using fuels with C_F (conversion factor between fuel consumption and CO₂ emission) ≤ 1.375 as its primary fuel will enjoy 75% concession on the IRF and 50% concession on the ATT.
- (iv) **Adopt Low-Carbon fuelled engine with 1.375 < C_F Value ≤ 2.750**
SRS that adopt engines capable of using fuels with 1.375 < C_F Value ≤ 2.750 as its primary fuel will enjoy 50% concession on the IRF and 20% concession on the ATT.
- (v) **Exceed IMO's MARPOL Annex VI EEDI requirement**
SRS that exceeds the requirements of IMO's MARPOL Annex VI Phase 3 EEDI by 10% or more will enjoy 20% concession on the IRF and 20% concession on the ATT.
- (vi) **Achieve CII Rating A**
SRS that achieve a CII "A" rating would also receive an additional 5% concession¹ on ATT.

¹ Maximum ATT concessions to be granted is capped at 100%.

3 Ships that are already registered as SRS but not currently under the GSP may also apply, should they meet the criteria but have not applied previously, or have carried out modifications to ships to meet the criteria.

4 For registration anew scenarios, that is, those involving existing ships but changing owners in the Singapore Registry, there would be no concession on the registration anew fees for the new ship owner as this fee is not considered as IRF. However, the ship owner can still enjoy the corresponding concession on ATT if the ship qualifies for the GSP.

5 For each SRS vessel to be granted concessions, the following documents listed in table 1 would be required for submission:

Table 1: Documentary Evidence

New Criteria	Document(s) needed during application
Adoption of <u>zero emission</u> fuelled engine/technology (e.g. battery, hydrogen)	<ul style="list-style-type: none"> • Class Certificate • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • International Energy Efficiency (IEE) Certificate along with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements
Adoption of <u>zero-carbon</u> coupled with <u>near-zero emissions</u> fuelled engine (e.g. ammonia)	<ul style="list-style-type: none"> • Class Certificate • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Class certificate • Engine maker attestation to certify pilot fuel consumption, and how ammonia slip, NO_x and N₂O is addressed
Adoption of engine capable of using <u>low-carbon</u> fuels with C _F value ≤ 1.375 (e.g. methanol) or engine capable of using LNG with methane slip addressed to max 1%	<ul style="list-style-type: none"> • Class Certificate • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements • Engine maker attestation to certify pilot fuel consumption and how methane slip is addressed
Adopt engine capable of using <u>low-carbon</u> fuels with 1.375 < C _F value ≤ 2.750 (e.g. LNG)	<ul style="list-style-type: none"> • Class Certificate • International Air Pollution Prevention (IAPP) Certificate with its accompanying supplements • Engine International Air Pollution Prevention (EIAPP) Certificate with its accompanying supplements

Exceed IMO EEDI ² Phase 3 requirement by 10% or more	<ul style="list-style-type: none"> • Class Certificate • International Energy Efficiency (IEE) Certificate along with its accompanying supplements
Achieve Carbon Intensity Indicator “A” rating	<ul style="list-style-type: none"> • Previous year’s Class Statement of Compliance

6 If the documentary evidence (such as IEE Certificate or IAPP Certificate) is not ready at the time of provisional registration, the ship owner has to inform the Singapore Ship Registry Department in writing at the point of provisional registration of the intention to participate in the GSP. The documentary evidence will then need to be submitted within three months from provisional registration. For existing ship owners who have made modifications to their ships to meet the GSP criteria and would like to enjoy the concessions, please provide the documentary evidence at least two months before the ATT due date. There will be no pro-rated concession if documentations are not submitted on time. Submissions can be made via email to marine@mpa.gov.sg.

7 Interested ship owners may approach one of our eight Recognised Organisations (ROs)³ for the issuance of the documentary evidence (such as IEE Certificate, IAPP Certificate and EIAPP Certificate).

8 This circular will take effect and supersede Shipping Circular No. 7 of 2022 on 1 January 2025.

9 Any queries relating to this shipping circular should be directed to the Singapore Registry of Ships dedicated contact via email: marine@mpa.gov.sg.

**CHEAH AUN AUN
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² The Energy Efficiency Design Index (EEDI) entered into force on 1 January 2013. It is a technical measure aiming at promoting the use of more energy efficient equipment and engines for the design of new ships in order to make them less polluting. The EEDI requires a minimum energy efficiency level per capacity mile (e.g. tonne mile) for different ship type and size segments.

³ ABS, BV, CCS, DNV, KR, LR, ClassNK, RINA