

Circular From NORTH**Date: 15 July 2022**

Shanghai MSA Announces New Reporting Requirements for Vessels With Machinery Failure

Correspondents Huatai Marine has issued Circular PNI [2022] 06 detailing the Shanghai Maritime Safety Administration's announcement on "Strengthening the Safety Management of Ships with Machinery Failure".

Coming into the force on 1 July 2022, and effective for two years, Shanghai MSA's aim is to "strengthen the management of ships with machinery failure in navigation to ensure the safety of ships entering and leaving Shanghai Port and maintain the safety and order of maritime traffic."

Applying to all vessels, a key aspect of the new requirements is that in the event of machinery failure on board a vessel, reports to the relevant Shanghai Maritime Safety Administration Command Center must be made as follows:

- Submit oral report at time of incident
- After vessel is in a safe and stable condition, submit written report describing incident details and action taken
- Conduct a review on safety management system and submit a management review report (ISM Code vessels only)

"Machinery failure" is defined as failure of machinery or its auxiliary system during the voyage or in the process of berthing/unberthing that results in the vessel being restricted in its ability to manoeuvre. It does not include difficulty in power output or steering gear arising from external factors such as grounding, entangled by fishing nets, etc.

A vessel will be subject to an inspection and investigation if:

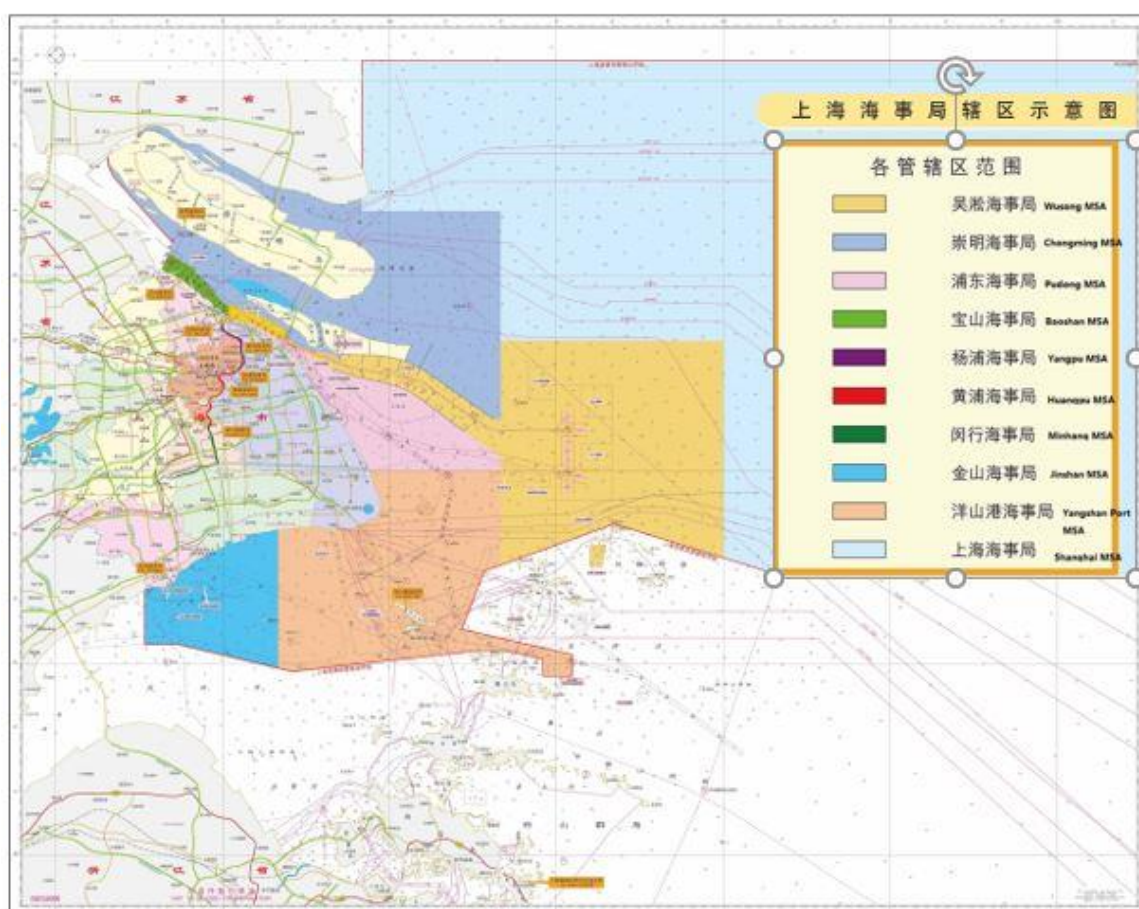
1. Machinery failure occurs within traffic lanes and precautionary areas.
2. Machinery failure occurs in waters other than traffic lanes and precautionary areas and the repair time exceeds 2 hours.
3. Machinery failure results in close quarter situations.
4. Within 12 months, machinery failure occurs twice or more in port waters of Shanghai.
5. Within 12 months, ships run by the same Owners, Operators or Managers have suffered three or more machinery failures in the waters of Shanghai Port, and the cumulative number of machinery failures

during this period exceeds 10% of the total fleet.

Shanghai MSA will maintain a list of vessels that fall into category 4 or 5 as detailed above. Designated as a 'listed ship', these vessels could face a ban from entering the port or expulsion if defects are not rectified to the satisfaction of the Shanghai MSA. Furthermore, listed vessels will be subject to more onerous requirements prior to entering waters under the jurisdiction of the Shanghai MSA.

A failure to truthfully report an incident of machinery failure will lead to punishment in accordance with Article 110 of the Maritime Traffic Safety Law of the People's Republic of China.

Map of Shanghai MSA jurisdiction and its sub-divisions kindly provided by Huatai Marine:



Source of Information: The North P&I Club