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MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170A)

MARITIME AND PORT AUTHORITY OF SINGAPORE (SCALE OF DUES, RATES AND GENERAL FEES) (AMENDMENT NO. 2) NOTIFICATION 2013

In exercise of the powers conferred by section 27(1) and (7) of the Maritime and Port Authority of Singapore Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, hereby makes the following Notification:

Citation and commencement

1. This Notification may be cited as the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2013 and shall come into operation on 1st January 2014.

Amendment of Schedule

2. The Schedule to the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification (N 2) is amended —

- (a) by inserting, immediately after the words “sub-paragraph (b)” in paragraph 1(1)(a) of Part I, the words “or (ba)”;
- (b) by inserting, immediately after sub-paragraph (b) of paragraph 1(1) of Part I, the following sub-paragraphs:

“(ba) If within a calendar year (the current year) the cumulative port dues incurred by the owner, agent or master of a vessel of 75 GT or more under sub-paragraph (a)(i) in respect of the vessel at any time (the relevant time) exceeds 125% of the port dues that would have been payable had the owner, agent or master opted to pay port dues under paragraph 2(1)(b)(ii) in respect of that vessel for the period beginning

on the first day of the current year, the owner, agent or master will be granted one of the following rebates:

- (i) a rebate of 50% on all port dues that may be payable under sub-paragraph (a)(i) in respect of the vessel for the period starting immediately after the relevant time and ending on the last day of the current year; or
 - (ii) subject to sub-paragraph (1A), if the owner, agent or master opts to pay port dues under paragraph 2(1)(b)(ii) in respect of the vessel for the calendar year following the current year, a rebate of 100% on all port dues that may be payable under sub-paragraph (a)(i) in respect of the vessel for the period starting on the date in the current year on which the Authority bills the owner, agent or master for the port dues payable under paragraph 2(1)(b)(ii) and ending on the last day of the current year.
- (bb) For the purposes of calculating the cumulative port dues under sub-paragraph (ba) —
- (i) in the case of a vessel which is arrested and which stay in port exceeds 5 days, no account shall be taken of all the port dues incurred in respect of the vessel for that occasion; and
 - (ii) in the case of a vessel which is arrested and which stay in port does not exceed 5 days, no account shall be taken of the port dues incurred in respect of the vessel for that occasion for the period that the vessel was under arrest.”;

(c) by deleting sub-paragraphs (d) and (e) of paragraph 1(1) of Part I and substituting the following sub-paragraphs:

“(d) For a vessel at a shipyard specified by the Authority for purposes approved by the Authority —

<i>Period of stay in port</i>	<i>Port dues payable per 100 GT or part thereof (per occasion)</i>
(i) not more than 5 days	\$4
(ii) more than 5 days	\$4 for the first 5 days and \$0.25 for each day or part thereof after the first 5 days.

- (e) For an offshore support vessel approved by the Authority that calls at an offshore marine location specified by the Authority or occupies an anchorage specified by the Authority for such a vessel; but does not load or discharge any goods —

<i>Period of stay in port</i>	<i>Port dues payable per 100 GT or part thereof (per occasion)</i>
(i) not more than 5 days	\$4
(ii) more than 5 days	
(A) for the first 5 days	\$4
(B) for each day or part thereof after the first 5 days up to the 90th day	\$0.50
(C) for each day or part thereof after the first 90 days	\$1

”;

- (d) by inserting, immediately after sub-paragraph (1) of paragraph 1 of Part I, the following sub-paragraph:

“(1A) Any rebate granted under sub-paragraph (1)(ba)(ii) is subject to the owner, agent or master of the vessel making full payment of the port dues payable under paragraph 2(1)(b)(ii), in accordance with requirements of paragraph 2(3).”;

- (e) by deleting sub-paragraphs (5) and (6) of paragraph 2 of Part I and substituting the following sub-paragraph:

“(5) Where the owner, agent or master of a vessel pays port dues for a 6-month period or a 12-month period under sub-paragraph (1)(b) and the vessel in respect of which the port dues are paid stays in the port for more than 5 days per occasion, the owner, agent or master of the vessel shall, in addition to the port dues paid under sub-paragraph (1)(b), pay the following port dues in respect of that vessel:

- (a) For a vessel referred to in paragraph 1(1)(a) or (c) —

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
(i) for the 6th to 10th day	\$3 for each day or part thereof
(ii) for the 11th to 15th day	\$4.50 for each day or part thereof
(iii) for the 16th to 20th day	\$5 for each day or part thereof
(iv) for the 21st to 30th day	\$5.50 for each day or part thereof
(v) for any period after the first 30 days	\$6 for each day or part thereof up to the 40th day, and a successive increase of \$6 per day or part thereof for every subsequent period of 10 days or part thereof;

(b) For a vessel referred to in paragraph 1(1)(d) —

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
(i) for any period after the first 5 days	\$0.25 for each day or part thereof; or

(c) For a vessel referred to in paragraph 1(1)(e) —

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
(i) for the 6th to 90th day	\$0.50 for each day or part thereof
(ii) for any period after the first 90 days	\$1 for each day or part thereof.

”;

(f) by deleting sub-paragraph (2) of paragraph 3 of Part I and substituting the following sub-paragraph:

“(2) Where a vessel under arrest is released from arrest, the port dues payable in respect of the vessel for the period after the vessel is released from arrest shall be computed in accordance with paragraph 1 or 2, but in calculating the time of the vessel’s stay in port, the period during which the vessel was under arrest shall be disregarded.”;

(g) by deleting sub-paragraph (4) of paragraph 7 of Part II and substituting the following sub-paragraph:

“(4) In addition to the charges specified in sub-paragraphs (2)(a) to (i) and (3)(b)(i) to (ix), the person referred to in sub-paragraph (1) shall also pay, for the volume of water supplied to the vessel —

(a) an amount equal to the tax payable under the Statutory Boards (Taxable Services) Order (Cap. 318, O 1) by the Authority for the supply of that volume of water by the Public Utilities Board; and

(b) an amount equal to the waterborne tax payable under section 20(4) of the Public Utilities Act (Cap. 261) by the Authority for the supply of that volume of water by the Public Utilities Board to the premises of the Authority.”;

(h) by deleting sub-paragraphs (6) and (7) of paragraph 7 of Part II and substituting the following sub-paragraph:

“(6) Notwithstanding sub-paragraphs (2) and (3), the minimum quantity of water per order set out therein shall not apply to any supply of water to any harbour craft licensed under the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (Rg 3).”;

(i) by deleting sub-paragraph (3) of paragraph 8 of Part II and substituting the following sub-paragraph:

“(3) In addition to the charges payable specified in sub-paragraph (2)(a) to (i), the person referred to in sub-paragraph (1) shall also pay, for the volume of water supplied to the vessel —

(a) an amount equal to the tax payable under the Statutory Boards (Taxable Services) Order by the Authority for the supply of that volume of water by the Public Utilities Board; and

(b) an amount equal to the waterborne tax payable under section 20(4) of the Public Utilities Act by the Authority for

the supply of that volume of water by the Public Utilities Board to the premises of the Authority.”;

(j) by deleting sub-paragraphs (5) to (8) of paragraph 8 of Part II;

(k) by deleting paragraph 9 of Part II and substituting the following paragraph:

“Charges for oil spill response and anti-pollution services

9.—(1) The charges for oil spill response and anti-pollution services provided by the Authority are as follows:

(a) for the deployment of an anti-pollution vessel as follows:

	<i>Charges per hour or part thereof from the time the vessel is mobilised to the time it is no longer required, is demobilised and is ready for re-hire</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>
(i) a launch	\$235.40 (inclusive of GST of \$15.40)	\$1,819 (inclusive of GST of \$119)
(ii) a workboat or hydrographic craft used as a command craft	\$588.50 (inclusive of GST of \$38.50)	\$5,350 (inclusive of GST of \$350)
(iii) a garbage collection craft used	\$278.20 (inclusive of GST of \$17.82)	\$2,193.50 (inclusive of GST of \$137.12)

as an anti-oil pollution craft	GST of \$18.20)	GST of \$143.50)
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(b) for the use of oil spill response equipment as follows:

	<i>Rate per calendar day or part thereof</i>	<i>Standby rate per calendar day or part thereof, for the period that the equipment is on standby at a forward storage area or base or in transit</i>
(i) 100 m ³ inflatable oil storage barge	\$9,630 (inclusive of GST of \$630)	\$4,815 (inclusive of GST of \$315)
(ii) 45- tonne/hour oil skimmer	\$1,712 (inclusive of GST of \$112)	\$856 (inclusive of GST of \$56)
(iii) 30- tonne/hour vacuum skimmer	\$695.50 (inclusive of GST of \$45.50)	\$347.75 (inclusive of GST of \$22.75)
(iv) 12-metre dispersant spray system	\$321 (inclusive of GST of \$21)	\$160.50 (inclusive of GST of \$10.50)
(v) a dispersant eductor	\$160.50 (inclusive of GST of \$10.50)	\$80.25 (inclusive of GST of \$5.25).

(2) Where the oil spill response or anti-pollution services are provided by the Authority by an operator or equipment owner engaged by the Authority, the charges payable shall be as follows:

<i>Charges per hour or part thereof from the time the vessel is mobilised to the time it is no longer required, is demobilised and is ready for re-hire</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>
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(a) for the deployment of an oil spill response craft or tug as follows:

(i) a craft or tug of 500 BHP	\$470.80 (inclusive of GST of \$30.80)	\$3,745 (inclusive of GST of \$245)
(ii) a craft or tug of 549 BHP	\$513.60 (inclusive of GST of \$33.60)	\$4,066 (inclusive of GST of \$266)
(iii) a craft or tug of 642 BHP	\$567.10 (inclusive of GST of \$37.10)	\$4,494 (inclusive of GST of \$294)
(iv) a craft or tug of 650 BHP	\$1,003.66 (inclusive of GST of \$65.66)	\$8,025 (inclusive of GST of \$525)
(v) a craft or tug of 750 BHP	\$631.30 (inclusive of GST of \$41.30)	\$5,029 (inclusive of GST of \$329)

(vi) a craft or tug of 859 BHP	\$695.50 (inclusive of GST of \$45.50)	\$5,564 (inclusive of GST of \$364)
(vii) a craft or tug of 2,000 BHP	\$1,433.80 (inclusive of GST of \$93.80)	\$11,449 (inclusive of GST of \$749)

- (b) for any other oil spill response or anti-pollution service not covered under sub-paragraph (a), an amount computed according to the applicable rates set out in the Schedule to the Memorandum of Understanding entered into between the Authority and the International Tanker Owners Pollution Federation Limited (ITOPF) on 10th April 2013, and any renewal or extension thereof, which document may be updated from time to time, and is made available on the Internet through the official website of the Authority at <http://www.mpa.gov.sg>.
- (c) notwithstanding sub-paragraph (a) or (b), such costs as the Authority may actually incur to secure the provision by any operator or equipment owner of any oil spill response or anti-pollution service.
- (d) in addition to the charges in sub-paragraphs (a) and (b), charges for demobilisation, and for fuel, water and lubricants consumed, at the cost actually incurred by the Authority.
- (3) In addition to the charges referred to in sub-paragraphs (1) and (2), the following charges are also payable for oil spill response and anti-pollution services provided by the Authority under sub-paragraphs (1) and (2):
- (a) manpower charges, as may be determined by the Authority, of between \$53.50 (inclusive of GST of \$3.50) and \$321 (inclusive of GST of \$21) per hour or part thereof, according to the seniority of the officer deployed;
- (b) dispersants to be charged at cost, with additional charges for the storage and handling thereof; and
- (c) an administrative charge at 10% of the total charges payable to the Authority, for total charges up to \$1.07 million (inclusive of GST), or 6% of the total charges payable to the

Authority, for total charges exceeding \$1.07 million (inclusive of GST).”; and

(I) by deleting Part VIII.

[G.N. Nos. S 741/2004; S 575/2005; S 113/2006; S 316/2007; S 523/2007; S 134/2009; S 404/2009; S 662/2009; S 168/2010; S 728/2010; S 680/2011; S 279/2012; S 392/2013]

Made this 26th day of December 2013.

LUCIEN WONG
*Chairman,
Maritime and Port Authority of
Singapore.*

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