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

MARITIME AND PORT AUTHORITY OF SINGAPORE
(PORT) (AMENDMENT)
REGULATIONS 2012

In exercise of the powers conferred by section 41 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 Regulations:

Citation and commencement

1. These Regulations may be cited as the Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2012 and shall come into operation on 1st June 2012.

Amendment of regulation 45

2. Regulation 45 of the Maritime and Port Authority of Singapore (Port) Regulations (Rg 7) (referred to in these Regulations as the principal Regulations) is amended —

(a) by deleting paragraph (1) and substituting the following paragraph:

“(1) The channels, fairways and prohibited anchorage areas are specified in the Third Schedule.”; and

(b) by deleting the regulation heading and substituting the following regulation heading:

“**Channels, fairways and prohibited anchorage areas**”.

Amendment of regulation 47

3. Regulation 47 of the principal Regulations is amended —

(a) by deleting the words “any fairway” wherever they appear in paragraph (2) and substituting in each case the words “any channel or fairway”; and

(b) by deleting the regulation heading and substituting the following regulation heading:

“Obstruction of anchorage, channel, fairway or wharf”.

New regulation 49A

4. The principal Regulations are amended by inserting, immediately after regulation 49, the following regulation:

“Prohibitions and restrictions in other height restricted areas

49A.—(1) No person shall cause or permit a vessel to enter any height restricted area referred to in the Fourth Schedule, except in accordance with the conditions specified in that Schedule.

(2) Any person who contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$20,000 or to imprisonment for a term not exceeding 6 months or to both and, in the case of a continuing offence, to a further fine not exceeding \$2,000 for every day or part thereof during which the offence continues after conviction.”.

Deletion and substitution of Second and Third Schedules and new Fourth Schedule

5. The Second and Third Schedules to the principal Regulations are deleted and the following Schedules substituted therefor:

“SECOND SCHEDULE

Regulations 43 and 51(1)

SPECIAL ANCHORAGES

The special anchorages for the purpose of these Regulations are set out in this Schedule. The geographical positions of the special anchorages are based on WGS84 datum. The special anchorages are charted in Singapore Nautical Charts numbered SP1, GSP1, 500, 501, 502, and Dual Badge Chart numbered 4030 to 4043.

1. The following special anchorages shall be used exclusively for the purposes specified in this Schedule:

1.1 **Changi Barge Temporary Holding Anchorage (Abbreviated Code: ACBTH)** is bounded by a line joining the following geographical positions:

- | | |
|-----------------|--------------|
| (1) 01°20.855'N | 104°03.034'E |
| (2) 01°20.167'N | 104°03.734'E |
| (3) 01°20.165'N | 104°02.999'E |

 SECOND SCHEDULE — *continued*

- | | |
|-----------------|--------------|
| (4) 01°20.380'N | 104°02.800'E |
| (1) 01°20.855'N | 104°03.034'E |

Purpose — For barges loaded with sand/granite waiting to proceed to an approved aggregate terminal in the East Johor Strait or as directed by the Port Master.

- 1.2 **Changi General Purposes Anchorage (Abbreviated Code: ACGP)** is bounded by a line joining the following geographical positions:

- | | |
|-----------------|--------------|
| (5) 01°19.996'N | 104°03.151'E |
| (6) 01°19.996'N | 104°03.602'E |
| (7) 01°18.877'N | 104°04.716'E |
| (8) 01°18.877'N | 104°04.177'E |
| (5) 01°19.996'N | 104°03.151'E |

Purpose — For general purposes on prior permission of the Port Master.

- 1.3 **Man-of-War Anchorage (Abbreviated Code: AMOW)** is bounded by a line joining the following geographical positions:

- | | |
|------------------|--------------|
| (9) 01°18.883'N | 104°03.554'E |
| (10) 01°18.877'N | 104°04.177'E |
| (11) 01°18.391'N | 104°04.621'E |
| (12) 01°18.370'N | 104°03.554'E |
| (9) 01°18.883'N | 104°03.554'E |

Purpose — For visiting warships.

- 1.4 **Eastern Bunkering A Anchorage (Abbreviated Code: AEBA)** is bounded by a line joining the following geographical positions:

- | | |
|------------------|--------------|
| (13) 01°18.354'N | 104°02.794'E |
| (14) 01°18.402'N | 104°05.186'E |
| (15) 01°17.844'N | 104°05.742'E |
| (16) 01°17.330'N | 104°02.795'E |
| (13) 01°18.354'N | 104°02.794'E |

Purpose — For vessels of 20,000 GRT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

SECOND SCHEDULE — *continued*

- 1.5 **Small Craft B Anchorage (Abbreviated Code: ASCB)** is bounded by a line joining the following geographical positions:

(17)	01°18.297'N	103°58.978'E
(18)	01°18.297'N	103°59.853'E
(19)	01°18.000'N	104°00.420'E
(20)	01°18.000'N	103°58.978'E
(17)	01°18.297'N	103°58.978'E

Purpose — For harbour tugs, pontoons, barges and other small craft, including fishing vessels.

- 1.6 **Eastern Petroleum C Anchorage (Abbreviated Code: AEPBC)** is bounded by a line joining the following geographical positions:

(21)	01°18.000'N	103°58.978'E
(22)	01°18.000'N	104°00.420'E
(23)	01°17.647'N	104°01.095'E
(24)	01°17.497'N	103°58.978'E
(21)	01°18.000'N	103°58.978'E

Purpose — For tankers of less than 10,000 GRT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

- 1.7 **Eastern Bunkering B Anchorage (Abbreviated Code: AEBB)** is bounded by a line joining the following geographical positions:

(25)	01°17.497'N	103°58.978'E
(26)	01°17.647'N	104°01.095'E
(27)	01°17.154'N	104°01.664'E
(28)	01°16.626'N	103°58.978'E
(25)	01°17.497'N	103°58.978'E

Purpose — For vessels of 20,000 GRT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

- 1.8 **Small Craft A Anchorage (Abbreviated Code: ASCA)** is bounded by a line joining the following geographical positions:

(29)	01°18.297'N	103°57.333'E
(30)	01°18.297'N	103°58.710'E
(31)	01°18.000'N	103°58.710'E

 SECOND SCHEDULE — *continued*

(32)	01°18.000'N	103°56.573'E
(29)	01°18.297'N	103°57.333'E

Purpose — For harbour tugs, pontoons, barges and other small craft, including fishing vessels.

- 1.9 **Eastern Petroleum B Anchorage (Abbreviated Code: AEPBB)** is bounded by a line joining the following geographical positions:

(33)	01°18.000'N	103°56.573'E
(34)	01°18.000'N	103°58.710'E
(35)	01°17.498'N	103°58.710'E
(36)	01°17.498'N	103°56.000'E
(37)	01°17.776'N	103°56.000'E
(33)	01°18.000'N	103°56.573'E

Purpose — For tankers of less than 10,000 GRT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

- 1.10 **Eastern Special Purposes A Anchorage (Abbreviated Code: AESPA)** is bounded by a line joining the following geographical positions:

(38)	01°17.776'N	103°56.000'E
(39)	01°17.498'N	103°56.000'E
(40)	01°17.498'N	103°58.710'E
(41)	01°16.630'N	103°58.710'E
(42)	01°16.630'N	103°55.286'E
(43)	01°17.204'N	103°54.489'E
(38)	01°17.776'N	103°56.000'E

Purpose — For vessels under arrest, damaged vessels, deep draught vessels, vessels requiring repairs, and other vessels with prior permission of the Port Master.

- 1.11 **Eastern Bunkering C Anchorage (Abbreviated Code: AEBC)** is bounded by a line joining the following geographical positions:

(44)	01°16.630'N	103°55.286'E
(45)	01°16.630'N	103°58.710'E
(46)	01°16.107'N	103°57.682'E
(47)	01°16.107'N	103°56.012'E
(44)	01°16.630'N	103°55.286'E

 SECOND SCHEDULE — *continued*

Purpose — For vessels of 20,000 GRT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

1.12 **Eastern Anchorage (Abbreviated Code: AEW)** is bounded by a line joining the following geographical positions:

(48) 01°15.038'N	103°51.766'E
(49) 01°15.409'N	103°51.727'E
(50) 01°15.764'N	103°52.212'E
(51) 01°16.028'N	103°52.022'E
(52) 01°16.173'N	103°52.222'E
(53) 01°16.333'N	103°52.107'E
(54) 01°16.563'N	103°52.427'E
(55) 01°16.441'N	103°52.493'E
(56) 01°16.620'N	103°52.716'E
(57) 01°16.680'N	103°52.628'E
(58) 01°17.000'N	103°53.095'E
(59) 01°17.000'N	103°53.911'E
(60) 01°16.112'N	103°54.876'E
(61) 01°14.680'N	103°52.679'E
(62) 01°14.680'N	103°52.179'E
(63) 01°15.066'N	103°52.294'E
(64) 01°15.241'N	103°52.119'E
(65) 01°15.013'N	103°51.795'E
(48) 01°15.038'N	103°51.766'E

Purpose — For general purposes of receiving stores, water and bunkers, and waiting for berth facilities by vessels other than non-gas free petroleum carriers, liquefied natural gas carriers, liquefied petroleum gas carriers and chemical carriers.

1.13 **Eastern Holding C Anchorage (Abbreviated Code: AEHC)** is bounded by a line joining the following geographical positions:

(66) 01°15.013'N	103°51.795'E
(67) 01°15.241'N	103°52.119'E
(68) 01°15.066'N	103°52.294'E

 SECOND SCHEDULE — *continued*

(69) 01°14.680'N	103°52.179'E
(66) 01°15.013'N	103°51.795'E

Purpose — For port limit tankers that are waiting to service vessels in Keppel Harbour.

1.14 **Eastern Petroleum A Anchorage (Abbreviated Code: AEPA)** is bounded by a line joining the following geographical positions:

(70) 01°15.430'N	103°53.812'E
(71) 01°16.112'N	103°54.876'E
(72) 01°15.314'N	103°55.743'E
(73) 01°14.684'N	103°54.580'E
(70) 01°15.430'N	103°53.812'E

Purpose — For tankers 20,000 GRT and above loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.15 **Eastern Holding A Anchorage (Abbreviated Code: AEHA)** is bounded by a line joining the following geographical positions:

(74) 01°14.684'N	103°54.580'E
(75) 01°15.314'N	103°55.743'E
(76) 01°15.043'N	103°56.037'E
(77) 01°14.684'N	103°55.376'E
(74) 01°14.684'N	103°54.580'E

Purpose — For vessels as directed by the Port Master.

1.16 **Eastern Holding B Anchorage (Abbreviated Code: AEHB)** is bounded by a line joining the following geographical positions:

(78) 01°14.680'N	103°52.679'E
(79) 01°15.122'N	103°53.355'E
(80) 01°14.447'N	103°54.062'E
(81) 01°14.000'N	103°53.280'E
(78) 01°14.680'N	103°52.679'E

Purpose — For vessels as directed by the Port Master.

1.17 **Western Quarantine & Immigration Anchorage (Abbreviated Code: AWQI)** is bounded by a line joining the following geographical positions:

(82) 01°13.130'N	103°48.580'E
(83) 01°13.580'N	103°49.592'E
(84) 01°13.147'N	103°49.929'E

SECOND SCHEDULE — *continued*

(85)	01°12.797'N	103°49.746'E
(86)	01°12.747'N	103°49.029'E
(82)	01°13.130'N	103°48.580'E

Purpose — For vessels requiring quarantine and immigration clearance.

1.18 **Western Anchorage (Abbreviated Code: AWW)** is bounded by a line joining the following geographical positions:

(87)	01°15.020'N	103°47.806'E
(88)	01°15.379'N	103°48.172'E
(89)	01°14.564'N	103°49.098'E
(90)	01°13.580'N	103°49.592'E
(91)	01°13.329'N	103°49.028'E
(87)	01°15.020'N	103°47.806'E

Purpose — For general purposes of receiving stores, water and bunkers, and waiting for berth facilities in the west by vessels other than non-gas free petroleum carriers, liquefied natural gas carriers, liquefied petroleum gas carriers and chemical carriers.

1.19 **Western Petroleum A Anchorage (Abbreviated Code: AWP A)** is bounded by a line joining the following geographical positions:

(92)	01°14.545'N	103°47.323'E
(93)	01°15.020'N	103°47.806'E
(94)	01°14.223'N	103°48.383'E
(95)	01°13.951'N	103°47.752'E
(92)	01°14.545'N	103°47.323'E

Purpose — For vessels of 10,000 GRT and below loaded with petroleum and non-gas free vessels.

1.20 **Western Holding Anchorage (Abbreviated Code: AWH)** is bounded by a line joining the following geographical positions:

(96)	01°14.345'N	103°47.118'E
(97)	01°14.545'N	103°47.323'E
(98)	01°13.951'N	103°47.752'E
(99)	01°13.823'N	103°47.456'E
(100)	01°14.016'N	103°47.275'E
(96)	01°14.345'N	103°47.118'E

Purpose — For vessels as directed by the Port Master.

 SECOND SCHEDULE — *continued*

1.21 **Western Petroleum B Anchorage (Abbreviated Code: AWPB)** is bounded by a line joining the following geographical positions:

(101)	01°13.823'N	103°47.456'E
(102)	01°14.223'N	103°48.383'E
(103)	01°13.329'N	103°49.028'E
(104)	01°12.981'N	103°48.246'E
(101)	01°13.823'N	103°47.456'E

Purpose — For tankers of 10,000 GRT and above but not exceeding 50,000 GRT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.22 **Selat Pauh Anchorage (Abbreviated Code: ASPLU)** is bounded by a line joining the following geographical positions:

(105)	01°13.664'N	103°42.833'E
(106)	01°13.780'N	103°43.047'E
(107)	01°13.480'N	103°43.747'E
(108)	01°13.314'N	103°44.914'E
(109)	01°13.414'N	103°45.463'E
(110)	01°13.180'N	103°45.515'E
(111)	01°12.814'N	103°44.547'E
(112)	01°12.814'N	103°43.563'E
(113)	01°12.922'N	103°43.270'E
(114)	01°13.234'N	103°43.366'E
(105)	01°13.664'N	103°42.833'E

Purpose — For vessels under arrest, laid-up vessels and other vessels with prior permission of the Port Master.

1.23 **Selat Pauh Petroleum Anchorage (Abbreviated Code: ASPP)** is bounded by a line joining the following geographical positions:

(115)	01°13.524'N	103°42.576'E
(116)	01°13.664'N	103°42.833'E
(117)	01°13.234'N	103°43.366'E
(118)	01°12.922'N	103°43.270'E
(119)	01°13.047'N	103°42.930'E
(120)	01°12.991'N	103°42.826'E
(115)	01°13.524'N	103°42.576'E

SECOND SCHEDULE — *continued*

Purpose — For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Fairway and Pesek Basin or as directed by the Port Master.

- 1.24 **Raffles Petroleum Anchorage (Abbreviated Code: ARP)** is bounded by a line joining the following geographical positions:

(121)	01°12.046'N	103°44.172'E
(122)	01°12.244'N	103°44.409'E
(123)	01°11.805'N	103°45.038'E
(124)	01°11.368'N	103°44.513'E
(121)	01°12.046'N	103°44.172'E

Purpose — For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Fairway and Pesek Basin or as directed by the Port Master.

- 1.25 **Raffles Reserved Anchorage (Abbreviated Code: ARAFR)** is bounded by a line joining the following geographical positions:

(125)	01°11.368'N	103°44.513'E
(126)	01°11.805'N	103°45.038'E
(127)	01°11.347'N	103°45.697'E
(128)	01°10.397'N	103°45.000'E
(125)	01°11.368'N	103°44.513'E

Purpose — For lash ship operations, vessels requiring emergency repairs, damaged vessels and other vessels as directed by the Port Master.

- 1.26 **Sudong Petroleum Holding Anchorage (Abbreviated Code: ASPH)** is bounded by a line joining the following geographical positions:

(129)	01°10.065'N	103°43.171'E
(130)	01°09.770'N	103°43.394'E
(131)	01°09.713'N	103°43.313'E
(132)	01°09.905'N	103°43.054'E
(129)	01°10.065'N	103°43.171'E

Purpose — For port limit tankers waiting to service vessels at Sudong anchorages.

- 1.27 **Sudong Bunkering B Anchorage (Abbreviated Code: ASUBB)** is bounded by a line joining the following geographical positions:

(133)	01°10.742'N	103°42.660'E
(134)	01°10.065'N	103°43.171'E
(135)	01°09.905'N	103°43.054'E

 SECOND SCHEDULE — *continued*

(136) 01°10.388'N	103°42.402'E
(133) 01°10.742'N	103°42.660'E

Purpose — For vessels of 20,000 GRT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

- 1.28 **Sudong Explosive Anchorage (Abbreviated Code: ASUEX)** is bounded by a line joining the following geographical positions:

(137) 01°11.426'N	103°42.144'E
(138) 01°10.742'N	103°42.660'E
(139) 01°10.388'N	103°42.402'E
(140) 01°10.884'N	103°41.732'E
(137) 01°11.426'N	103°42.144'E

Purpose — For vessels and small craft loading or discharging explosives and dangerous goods, vessels in transit with such cargo on board and other vessels as directed by the Port Master.

- 1.29 **Sudong Special Purpose Anchorage (Abbreviated Code: ASSPU)** is bounded by a line joining the following geographical positions:

(141) 01°11.757'N	103°41.418'E
(142) 01°11.426'N	103°42.144'E
(143) 01°10.884'N	103°41.732'E
(144) 01°11.365'N	103°41.081'E
(141) 01°11.757'N	103°41.418'E

Purpose — For very large crude carriers of 75,000 GRT and above requiring immigration clearance and other vessels as directed by the Port Master.

- 1.30 **Sudong Bunkering A Anchorage (Abbreviated Code: ASUBA)** is bounded by a line joining the following geographical positions:

(145) 01°12.169'N	103°40.514'E
(146) 01°11.757'N	103°41.418'E
(147) 01°11.365'N	103°41.081'E
(148) 01°11.746'N	103°40.566'E
(149) 01°11.780'N	103°40.436'E
(145) 01°12.169'N	103°40.514'E

Purpose — For vessels of 20,000 GRT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels,

 SECOND SCHEDULE — *continued*

chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

- 1.31 **Sudong Holding Anchorage (Abbreviated Code: ASH)** is bounded by a line joining the following geographical positions:

(150)	01°12.277'N	103°40.277'E
(151)	01°12.234'N	103°40.372'E
(152)	01°11.823'N	103°40.273'E
(153)	01°11.938'N	103°39.825'E
(150)	01°12.277'N	103°40.277'E

Purpose — Temporary holding anchorage with prior permission of the Port Master.

- 1.32 **West Jurong Anchorage (Abbreviated Code: AWJ)** is bounded by a line joining the following geographical positions:

(154)	01°14.305'N	103°37.425'E
(155)	01°15.002'N	103°38.918'E
(156)	01°14.505'N	103°39.155'E
(157)	01°13.807'N	103°37.661'E
(154)	01°14.305'N	103°37.425'E

Purpose — For vessels waiting for berth facilities at the West Jurong Fairway and Pesek Basin, vessels under repairs, special vessels, and vessels including tugs and barges requiring immigration clearance.

- 1.33 **LNG/LPG/Chemical Gas Carrier Anchorage (Abbreviated Code: ALGAS)** is bounded by a line joining the following geographical positions:

(158)	01°13.807'N	103°37.661'E
(159)	01°14.505'N	103°39.155'E
(160)	01°13.780'N	103°39.501'E
(161)	01°13.064'N	103°38.013'E
(158)	01°13.807'N	103°37.661'E

Purpose — For liquefied natural gas carriers, liquefied petroleum gas carriers, non-gas free liquefied natural gas carriers, non-gas free liquefied petroleum gas carriers, non-gas free chemical carriers, chemical tankers and oil tankers requiring immigration clearance.

 SECOND SCHEDULE — *continued*

1.34 **Very Large Crude Carrier Anchorage (Abbreviated Code: AVLCC)** is bounded by a line joining the following geographical positions:

(162)	01°13.289'N	103°38.480'E
(163)	01°13.780'N	103°39.501'E
(164)	01°12.967'N	103°39.478'E
(165)	01°12.641'N	103°38.800'E
(162)	01°13.289'N	103°38.480'E

Purpose — For very large crude carriers loaded with crude oil.

THIRD SCHEDULE

Regulations 2 and 45

 PROHIBITED ANCHORAGE AREAS,
 CHANNELS AND FAIRWAYS

1. PROHIBITED ANCHORAGE AREAS

1.1 No vessel shall at any time —

- (a) anchor or lie within 400 metres of any part of the jetty head;
- (b) anchor or lie within 60 metres of any part of the ramp at the Tuas dangerous goods landing jetty; or
- (c) anchor in or lie within any channel or fairway specified in this Schedule.

1.2 Except for the anchorages defined in the Second Schedule, anchoring is prohibited within an area bounded by the mainland coast and a line joining the following geographical positions (position in WGS84):

01°08.972'N	103°44.315'E	(point of origin)
01°11.746'N	103°40.566'E	
01°12.906'N	103°36.072'E	
01°15.846'N	103°36.072'E	
01°17.084'N	103°36.400'E	
01°18.854'N	103°36.870'E	
01°18.921'N	103°36.924'E	
01°19.293'N	103°36.969'E	
01°20.459'N	103°37.702'E	
01°21.118'N	103°38.032'E	
01°21.438'N	103°38.157'E	
01°21.774'N	103°38.352'E	

THIRD SCHEDULE — *continued*

01°22.791'N	103°38.851'E	
01°23.220'N	103°39.077'E	
01°23.472'N	103°39.109'E	
01°24.020'N	103°39.329'E	
01°24.623'N	103°39.734'E	
01°24.940'N	103°40.065'E	
01°25.683'N	103°40.332'E	
01°26.230'N	103°40.898'E	
01°26.388'N	103°41.541'E	
01°26.593'N	103°41.830'E	
01°27.042'N	103°42.123'E	
01°27.443'N	103°42.745'E	
01°27.603'N	103°43.598'E	
01°27.272'N	103°44.286'E	
01°27.018'N	103°44.705'E	
01°26.898'N	103°45.540'E	
01°27.158'N	103°46.160'E	(on the western side of the causeway)
01°27.162'N	103°46.165'E	(on the eastern side of the causeway)
01°27.903'N	103°47.326'E	
01°28.585'N	103°48.117'E	
01°28.703'N	103°48.657'E	
01°28.597'N	103°49.227'E	
01°28.375'N	103°49.947'E	
01°27.965'N	103°51.017'E	
01°27.772'N	103°51.417'E	
01°27.528'N	103°51.795'E	
01°27.388'N	103°51.987'E	
01°26.934'N	103°52.399'E	
01°26.104'N	103°53.065'E	
01°25.673'N	103°53.769'E	
01°25.648'N	103°54.662'E	
01°25.596'N	103°54.907'E	

THIRD SCHEDULE — *continued*

01°25.691'N	103°55.297'E
01°25.821'N	103°55.901'E
01°25.824'N	103°56.158'E
01°25.666'N	103°56.448'E
01°25.518'N	103°57.048'E
01°25.461'N	103°57.349'E
01°25.481'N	103°57.536'E
01°25.326'N	103°57.904'E
01°25.313'N	103°58.241'E
01°25.461'N	103°58.691'E
01°25.453'N	103°58.911'E
01°25.491'N	103°59.066'E
01°25.483'N	103°59.238'E
01°25.496'N	103°59.471'E
01°25.418'N	103°59.611'E
01°25.233'N	104°00.068'E
01°26.344'N	104°01.294'E
01°26.629'N	104°02.346'E
01°26.388'N	104°03.343'E
01°26.074'N	104°04.167'E
01°25.851'N	104°04.483'E
01°25.051'N	104°05.203'E
01°24.926'N	104°05.280'E
01°24.743'N	104°05.340'E
01°24.353'N	104°05.455'E
01°23.984'N	104°05.477'E
01°23.651'N	104°05.443'E
01°23.078'N	104°05.268'E
01°22.121'N	104°04.910'E
01°21.446'N	104°04.678'E
01°20.796'N	104°05.012'E
01°17.787'N	104°07.152'E
01°16.295'N	103°58.599'E

 THIRD SCHEDULE — *continued*

01°12.397'N	103°51.397'E
01°10.855'N	103°47.560'E

2. FAIRWAYS AND CHANNELS

2.1 The following areas bounded by positions or lines are fairways and channels for the purposes of these Regulations:

2.1.1 **Eastern Fairway is bounded by** a line joining the following geographical positions:

(166) 01°17.204'N	103°54.489'E
(167) 01°16.107'N	103°56.012'E
(168) 01°16.107'N	103°57.682'E
(169) 01°16.630'N	103°58.710'E
(170) 01°16.626'N	103°58.977'E
(171) 01°16.698'N	103°59.341'E
(172) 01°14.960'N	103°56.128'E
(173) 01°17.000'N	103°53.911'E
(166) 01°17.204'N	103°54.489'E

2.1.2 **Eastern Corridor is bounded by** a line joining the following geographical positions:

(174) 01°15.430'N	103°53.812'E
(175) 01°14.322'N	103°54.954'E
(176) 01°14.060'N	103°54.468'E
(177) 01°15.122'N	103°53.355'E
(174) 01°15.430'N	103°53.812'E

2.1.3 **East Keppel Fairway is bounded by** a line joining the following geographical positions:

(178) 01°15.142'N	103°50.917'E
(179) 01°15.038'N	103°51.766'E
(180) 01°15.013'N	103°51.795'E
(181) 01°14.680'N	103°52.179'E
(182) 01°14.680'N	103°52.679'E
(183) 01°13.608'N	103°53.624'E
(184) 01°12.741'N	103°52.032'E
(185) 01°13.340'N	103°51.754'E

 THIRD SCHEDULE — *continued*

- | | | | |
|-------|--|-------------|--------------|
| | (186) | 01°13.941'N | 103°51.495'E |
| | (178) | 01°15.142'N | 103°50.917'E |
| 2.1.4 | Buran Channel is an area bounded by a line joining the following geographical positions: | | |
| | (187) | 01°14.924'N | 103°51.023'E |
| | (188) | 01°14.763'N | 103°51.100'E |
| | (189) | 01°14.141'N | 103°50.347'E |
| | (190) | 01°14.046'N | 103°50.104'E |
| | (191) | 01°14.201'N | 103°50.000'E |
| | (192) | 01°14.282'N | 103°50.317'E |
| | (187) | 01°14.924'N | 103°51.023'E |
| 2.1.5 | Sisters Fairway is an area bounded by a line joining the following geographical positions (it shall be bounded by the coastline whenever the line meets the coastline): | | |
| | (193) | 01°13.580'N | 103°49.592'E |
| | (194) | 01°13.983'N | 103°50.192'E |
| | (195) | 01°13.729'N | 103°50.378'E |
| | (196) | 01°13.392'N | 103°50.654'E |
| | (197) | 01°12.797'N | 103°51.113'E |
| | (198) | 01°12.548'N | 103°50.397'E |
| | (193) | 01°13.580'N | 103°49.592'E |
| 2.1.6 | Southern Fairway is bounded by a line joining the following geographical positions: | | |
| | (199) | 01°12.790'N | 103°48.425'E |
| | (200) | 01°12.548'N | 103°50.397'E |
| | (201) | 01°12.797'N | 103°51.113'E |
| | (202) | 01°13.280'N | 103°51.782'E |
| | (203) | 01°12.741'N | 103°52.032'E |
| | (204) | 01°12.397'N | 103°51.397'E |
| | (205) | 01°11.955'N | 103°50.299'E |
| | (206) | 01°12.093'N | 103°49.179'E |
| | (207) | 01°12.419'N | 103°48.773'E |
| | (199) | 01°12.790'N | 103°48.425'E |

THIRD SCHEDULE — *continued*

2.1.7 **Jong Fairway is bounded by** a line joining the following geographical positions:

(208)	01°14.521'N	103°45.809'E
(209)	01°14.345'N	103°47.118'E
(210)	01°14.016'N	103°47.275'E
(211)	01°13.823'N	103°47.456'E
(212)	01°12.981'N	103°48.246'E
(213)	01°12.419'N	103°48.773'E
(214)	01°12.093'N	103°49.179'E
(215)	01°11.839'N	103°48.358'E
(216)	01°12.152'N	103°48.200'E
(217)	01°14.183'N	103°46.222'E
(208)	01°14.521'N	103°45.809'E

2.1.8 **West Keppel Fairway is bounded by** a line joining the following geographical positions:

(218)	01°15.391'N	103°45.677'E
(219)	01°15.848'N	103°46.366'E
(220)	01°15.523'N	103°46.603'E
(221)	01°15.189'N	103°47.159'E
(222)	01°16.115'N	103°47.707'E
(223)	01°15.746'N	103°48.307'E
(224)	01°15.595'N	103°48.392'E
(225)	01°14.345'N	103°47.118'E
(226)	01°14.521'N	103°45.809'E
(218)	01°15.391'N	103°45.677'E

2.1.9 **East Jurong Channel is bounded by** a line joining the following geographical positions:

(227)	01°17.955'N	103°42.713'E
(228)	01°17.948'N	103°43.634'E
(229)	01°17.335'N	103°44.408'E
(230)	01°16.741'N	103°44.895'E
(231)	01°16.087'N	103°45.692'E
(232)	01°15.768'N	103°46.245'E
(233)	01°15.391'N	103°45.677'E

 THIRD SCHEDULE — *continued*

(234)	01°15.881'N	103°45.047'E
(235)	01°16.396'N	103°44.777'E
(236)	01°16.551'N	103°44.741'E
(237)	01°17.017'N	103°44.286'E
(238)	01°17.688'N	103°43.439'E
(239)	01°17.696'N	103°42.866'E
(240)	01°17.687'N	103°42.710'E
(227)	01°17.955'N	103°42.713'E

2.1.10 **West Jurong Channel is bounded by** a line joining the following geographical positions:

(241)	01°16.028'N	103°38.429'E
(242)	01°16.368'N	103°38.698'E
(243)	01°16.910'N	103°39.767'E
(243a)	01°17.153'N	103°40.112'E
(244)	01°17.608'N	103°40.701'E
(245)	01°17.797'N	103°41.098'E
(246)	01°17.910'N	103°41.848'E
(247)	01°17.964'N	103°42.682'E
(248)	01°17.685'N	103°42.679'E
(249)	01°17.621'N	103°41.596'E
(250)	01°17.413'N	103°40.892'E
(250a)	01°16.937'N	103°40.275'E
(251)	01°16.674'N	103°39.903'E
(252)	01°16.435'N	103°39.433'E
(253)	01°15.922'N	103°39.077'E
(241)	01°16.028'N	103°38.429'E

2.1.11 **Temasek Fairway is bounded by** a line joining the following geographical positions:

(254)	01°15.922'N	103°39.077'E
(255)	01°13.084'N	103°40.433'E
(256)	01°12.729'N	103°39.472'E
(257)	01°13.780'N	103°39.501'E
(258)	01°16.028'N	103°38.429'E
(254)	01°15.922'N	103°39.077'E

 THIRD SCHEDULE — *continued*

2.1.12 **Sinki Fairway is bounded by** a line joining the following geographical positions:

(259) 01°12.317'N	103°38.355'E
(260) 01°13.152'N	103°40.617'E
(261) 01°14.974'N	103°42.403'E
(262) 01°15.639'N	103°43.817'E
(263) 01°16.396'N	103°44.777'E
(264) 01°15.881'N	103°45.047'E
(265) 01°15.355'N	103°44.044'E
(266) 01°15.208'N	103°45.090'E
(267) 01°15.284'N	103°45.572'E
(268) 01°15.391'N	103°45.677'E
(269) 01°14.521'N	103°45.809'E
(270) 01°14.215'N	103°43.597'E
(271) 01°11.972'N	103°39.690'E
(259) 01°12.317'N	103°38.355'E.

FOURTH SCHEDULE

Regulation 49A

49-METRE HEIGHT RESTRICTED AREA

1. No vessel whose height exceeds 49 metres shall enter, transit or anchor in the 49-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°18.297'N	103°56.514'E
1°18.297'N	103°56.707'E
1°17.497'N	103°58.978'E
1°17.647'N	104°01.095'E
1°17.154'N	104°01.664'E
1°16.626'N	103°58.978'E
1°16.629'N	103°56.514'E
1°18.297'N	103°56.514'E

thence to the point of origin.

FOURTH SCHEDULE — *continued*

30-METRE HEIGHT RESTRICTED AREA

2. No vessel whose height exceeds 30 metres shall enter, transit or anchor in the 30-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°18.181'N	103°57.036'E
1°18.297'N	103°57.333'E
1°18.297'N	103°59.853'E
1°17.647'N	104°01.095'E
1°17.497'N	103°58.978'E
1°18.181'N	103°57.036'E

15-METRE HEIGHT RESTRICTED AREA

3. No vessel whose height exceeds 15 metres shall enter, transit or anchor in the 15-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°23.344'N	103°59.937'E
1°23.196'N	104°00.296'E
1°21.096'N	104°03.013'E
1°19.480'N	104°02.113'E
1°19.487'N	104°02.375'E
1°18.139'N	104°02.410'E
1°18.111'N	104°01.352'E
1°17.647'N	104°01.095'E
1°18.297'N	103°59.853'E
1°18.297'N	103°57.333'E
1°18.181'N	103°57.036'E
1°18.429'N	103°56.330'E

thence in the eastward direction along the coastline to the point of origin.”.

[G.N. Nos. S 215/2004; S 661/2004; S 26/2005; S 472/2005; S 679/2011]

Made this 27th day of April 2012.

LUCIEN WONG
Chairman,
Maritime and Port Authority of Singapore.

[MPA 46/01.C08.V16/CAH; AG/LLRD/SL/170A/2010/12 Vol. 1]