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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) NOTIFICATION 2013

In exercise of the powers conferred by section 27(1), (6), (7) and (8) 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) Notification 2013 and shall come into operation on 1st July 2013.

Amendment of paragraph 2

2. Paragraph 2 of the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification (N 2) (referred to in this Notification as the principal Notification) is amended —

(a) by inserting, immediately before the definition of “fees”, the following definition:

“ “day” means a continuous period of 24 hours;”;

(b) by inserting, immediately after the definition of “fees”, the following definition:

“ “GST” means the goods and services tax chargeable under the Goods and Services Tax Act (Cap. 117A);”;

(c) by deleting the definition of “per day”; and

(d) by deleting the definitions of “PSA berth” and “PSA terminal” and substituting the following definition:

“ “privately-operated wharf” means any wharf, dock, pier, installation or landing place that is neither owned by the Authority nor operated under a public

licence or an exemption granted by the Authority under Part XII of the Act;”.

Amendment of paragraph 5

3. Paragraph 5(1) of the principal Notification is amended by inserting, immediately after the words “within 30”, the word “calendar”.

Amendment of Schedule

4. The Schedule to the principal Notification is amended by deleting Parts I to VII and substituting the following Parts:

“PART I

DUES PAYABLE BY OWNER, AGENT OR MASTER OF VESSEL

Port dues payable in respect of vessels in port

1.—(1) Except as provided in sub-paragraph (2), the owner, agent or master of a vessel shall pay the port dues set out below:

- (a) Subject to sub-paragraph (b), for a vessel not referred to in sub-paragraph (c), (d) or (e), including a vessel loading or discharging goods, embarking or disembarking passengers or undergoing afloat repairs —

<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	\$7 and an additional \$0.50 per day or part thereof
(ii) more than 5 days but not more than 10 days	\$11 and an additional \$3 per day or part thereof after the first 5 days
(iii) more than 10 days but not more than 15 days	\$26 and an additional \$4.50 per day or part thereof after the first 10 days
(iv) more than 15 days but not more than 20 days	\$48.50 and an additional \$5 per day or part thereof after the first 15 days
(v) more than 20 days but not more than 30 days	\$73.50 and an additional \$5.50 per day or part thereof after the first 20 days

- | <i>Period of stay in port</i> | <i>Port dues payable per 100 GT or part thereof (per occasion)</i> |
|-------------------------------|---|
| (vi) more than 30 days | \$128.50 and — <ul style="list-style-type: none"> (i) an additional \$6 per day or part thereof after the first 30 days; and (ii) after the first 40 days, a successive increase of \$6 per day or part thereof for every subsequent period of 10 days or part thereof. |
- (b) A rebate of 20% of the port dues payable in sub-paragraph (a) in respect of a passenger vessel of 300 GT or more will be granted for all calls made by the vessel within a period of 6 months starting from the 1st day of the month in which the first call was made if, within the 6-month period —
- (i) the vessel makes 6 or more calls at the Singapore Cruise Centre or the Marina Bay Cruise Centre Singapore, or at any cargo terminal approved by the Authority; and
 - (ii) the vessel operates in Singapore under the same agency.
- (c) For a vessel occupying an anchorage or a berth for the purposes of bunkering, taking ship's supplies or changing the members of the crew but without in any case loading or discharging goods —

<i>Period of occupation</i>	<i>Port dues payable per 100 GT or part thereof (per occasion)</i>
(i) not more than one day	\$1
(ii) more than one day but not more than 2 days	\$4.40
(iii) more than 2 days but not more than 3 days	\$8.50
(iv) more than 3 days but not more than 4 days	\$9
(v) more than 4 days but not more than 5 days	\$9.50
(vi) more than 5 days but not more than 10 days	\$11 and an additional \$3 per day or part thereof after the first 5 days
(vii) more than 10 days but not more than 15 days	\$26 and an additional \$4.50 per day or part thereof after the first 10 days

<i>Period of occupation</i>	<i>Port dues payable per 100 GT or part thereof (per occasion)</i>
(viii) more than 15 days but not more than 20 days	\$48.50 and an additional \$5 per day or part thereof after the first 15 days
(ix) more than 20 days but not more than 30 days	\$73.50 and an additional \$5.50 per day or part thereof after the first 20 days
(x) more than 30 days	\$128.50 and —
	(i) an additional \$6 per day or part thereof after the first 30 days; and
	(ii) after the first 40 days, a successive increase of \$6 per day or part thereof for every subsequent period of 10 days or part thereof.

(d) For a vessel at a shipyard —

<i>Period of stay in port</i>	<i>Port dues payable per 100 GT or part thereof (per occasion)</i>
(i) not more than one day	\$2
(ii) more than one day but not more than 5 days	\$2 and an additional 50 cents for each day or part thereof after the first day
(iii) more than 5 days	\$4 for the first 5 days and 25 cents for each day or part thereof after the first 5 days.

(e) For a salvage tug or barge moored at a specified anchorage or a private yard, the amount of port dues payable shall be calculated in accordance with sub-paragraph (d).

(2) Sub-paragraph (1) shall not apply to the owner, agent or master of —

- (a) a harbour craft licensed under regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (Rg 3);
- (b) a harbour craft which, with the permission of the Authority granted under regulation 39 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations, is used within the port in a marine project approved by the Port Master; or
- (c) a pleasure craft.

2.—(1) Subject to the provisions of this paragraph, the owner, agent or master of a vessel may, in lieu of the port dues payable under paragraph 1, at his option pay the port dues set out below:

<i>Type of vessel</i>	<i>Port dues payable</i>
(a) For a vessel of less than 75 GT	\$30 per 12-month period or part thereof
(b) For a vessel of 75 GT or more	(i) \$100 per 100 GT or part thereof per 6-month period or part thereof (ii) \$135 per 100 GT or part thereof per 12-month period or part thereof
(c) For a yacht visiting the port	\$30 per 100 GT or part thereof per 12-month period or part thereof
(d) For a salvage vessel in respect of which the owner, agent or master has agreed to comply with the requirements under sub-paragraph (4)	\$135 per 100 GT or part thereof per 12-month period or part thereof; or the period ending on the date on which the owner, agent or master of the salvage vessel fails to comply with any of the requirements under sub-paragraph (4), whichever period expires earlier.

(2) All port dues paid under sub-paragraph (1) on any calendar day in a month shall be for the period commencing from the first calendar day of the month in which the payment is made.

(3) Where the owner, agent or master of a vessel opts to pay port dues in respect of the vessel under sub-paragraph (1)(a), (b) or (d), the port dues must be paid —

- (a) before the arrival of the vessel;
- (b) within 7 days of the arrival of the vessel; or
- (c) before the departure of the vessel if the vessel departs within 7 days of arrival.

(4) The requirements to be complied with by the owner, agent or master of a salvage vessel who wishes to pay the port dues under sub-paragraph (1)(d) are that he shall, during the 12-month period for which the port dues have been paid —

- (a) cause the vessel to carry such salvage equipment as the Authority may specify;

- (b) render, when the Authority or Port Master determines that the vessel is available, such assistance and services as the Authority or the Port Master may require at the charges payable under paragraph 9(2).

(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:

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
(a) For the 6th to 10th day	\$3 for each day or part thereof
(b) For the 11th to 15th day	\$4.50 for each day or part thereof
(c) For the 16th to 20th day	\$5 for each day or part thereof
(d) For the 21st to 30th day	\$5.50 for each day or part thereof
(e) 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.

(6) The time during which a vessel stays in a shipyard is to be excluded in calculating under sub-paragraph (5) the period during which a vessel stays in port.

(7) Port dues payable under this paragraph are not refundable.

3.—(1) Notwithstanding paragraphs 1 and 2, where a vessel is arrested under the provisions of any written law, the port dues payable by the owner, agent or master of the vessel are as follows:

<i>Period of stay in port</i>	<i>Port dues payable</i>
(a) For the first 30 days	The port dues applicable to the vessel under paragraph 1 or 2, as the case may be
(b) For any period after the first 30 days	\$11.50 per 100 GT or part thereof for each day or part thereof, or the port dues applicable to the vessel at the time of the arrest under paragraph 1 or 2, as the case may be, whichever is the higher.

(2) Where a vessel under arrest is released from arrest, the port dues payable after the vessel is released from arrest shall be as set out in paragraph 1 or 2, after subtracting the period of time during which the vessel was under arrest.

Port dues payable in respect of pleasure craft and harbour craft

4.—(1) The owner, agent or master of a pleasure craft shall pay the port dues set out below:

<i>Type of pleasure craft</i>	<i>Port dues payable per year or part thereof</i>
(a) For a Class I pleasure craft that is —	\$5 per 10 GT or part thereof
(i) not more than 5 metres in length; and	
(ii) not mechanically propelled;	
(b) For a Class II pleasure craft that is —	\$19 per 10 GT or part thereof
(i) more than 5 metres in length; and	
(ii) not mechanically propelled;	
(c) For a Class III pleasure craft licensed for private use that is mechanically propelled;	\$27 per 10 GT or part thereof
(d) For a Class III pleasure craft licensed for commercial use that —	\$27 per 10 GT or part thereof
(i) is mechanically propelled; and	
(ii) has a carrying capacity of not more than 12 passengers;	
(e) For a Class IV pleasure craft licensed for commercial use that —	\$60 per passenger seat subject to a minimum charge of \$1,200.
(i) is mechanically propelled; and	
(ii) has a carrying capacity of more than 12 passengers	

(2) Subject to sub-paragraphs (3) and (4), the owner, agent or master of a harbour craft shall pay the port dues set out below:

<i>Type of harbour craft</i>	<i>Port dues payable per year or part thereof</i>
(a) For a Class I harbour craft that is —	\$19 per 10 GT or part thereof
(i) not mechanically propelled; and	
(ii) licensed to carry goods	
(b) For a Class I harbour craft that is —	\$19 per 10 GT or part thereof
(i) not mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	
(c) For a Class II harbour craft that is —	\$27 per 10 GT or part thereof
(i) mechanically propelled; and	
(ii) licensed to carry goods	
(d) For a Class II harbour craft that is —	\$27 per 10 GT or part thereof
(i) mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	
(e) For a Class III harbour craft licensed to carry more than 12 passengers	\$60 per passenger seat subject to a minimum charge of \$1,200
(f) For a Class IV harbour craft used for purposes other than those specified in sub-paragraph (a), (b), (c), (d) or (e) (including a harbour craft used as a tug, dredger, a floating crane or used for the purposes of salvage, engineering or reclamation works)	\$100 per 10 GT or part thereof
(g) For a harbour craft used as a bunker barge or as a tanker	\$100 per 10 GT or part thereof.

(3) If any harbour craft (except a harbour craft used for land reclamation work in Singapore) operating as a sea-going vessel leaves the port limits, port dues of a sum of \$20 per 10 GT or part thereof shall also be payable

by the owner, agent or master of the harbour craft on every occasion the harbour craft leaves the port limits.

(4) Where a harbour craft used as a bunker barge or tanker is not more than 5 years old and is double-hulled, a 50% rebate of the port dues payable under sub-paragraph (2)(g) is to be given if the owner, agent or master of the harbour craft complies with such conditions as the Authority may impose.

(5) In addition to the port dues payable under sub-paragraph (2)(g), the owner, agent or master of a harbour craft used as a bunker barge or as a tanker shall pay additional port dues —

- (a) in the amount of 15% of the port dues payable under that sub-paragraph, if the harbour craft is under 16 years of age and is not double-hulled; or
- (b) of the following amounts, if the harbour craft is 16 years of age or older:

	<i>Age of harbour craft</i>	<i>Additional port dues (as percentage of the port dues payable under sub-paragraph (2)(g))</i>
(i)	Not exceeding 17 years	15%
(ii)	Exceeding 17 years but not exceeding 18 years	30%
(iii)	Exceeding 18 years but not exceeding 19 years	45%
(iv)	Exceeding 19 years but not exceeding 20 years	60%
(v)	Exceeding 20 years but not exceeding 21 years	75%
(vi)	Exceeding 21 years but not exceeding 22 years	90%
(vii)	Exceeding 22 years but not exceeding 23 years	105%
(viii)	Exceeding 23 years but not exceeding 24 years	120%
(ix)	Exceeding 24 years but not exceeding 25 years	135%
(x)	Exceeding 25 years but not exceeding 26 years	150%
(xi)	Exceeding 26 years but not exceeding 27 years	165%

<i>Age of harbour craft</i>	<i>Additional port dues (as percentage of the port dues payable under sub-paragraph (2)(g))</i>
(xii) Exceeding 27 years but not exceeding 28 years	180%
(xiii) Exceeding 28 years but not exceeding 29 years	195%
(xiv) Exceeding 29 years but not exceeding 30 years	210%
(xv) Exceeding 30 years, from 1st January 2012 to 31st December 2013 (both dates inclusive)	15% multiplied by the number of years that the harbour craft exceeds 16 years of age.

(6) The port dues payable under this paragraph shall be paid annually in advance at the time the licence under the Maritime and Port Authority of Singapore (Harbour Craft) Regulations, or the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6), as the case may be, is issued or renewed.

(7) If the Authority is at anytime satisfied that a pleasure craft or a harbour craft has been scrapped during the period for which port dues were paid under this paragraph, the Authority shall refund the port dues paid in respect of all complete months of the unexpired period.

PART II

Charges for re-application of port clearance or for request to amend application for port clearance

5.—(1) Subject to sub-paragraphs (2) and (3), no charge is payable for an application for port clearance.

(2) Where an application for port clearance for a vessel is made and the application is cancelled by the owner, agent or master of a vessel who then re-applies for port clearance in respect of the same vessel, the owner, agent or master of the vessel shall pay —

- (a) \$53.50, inclusive of GST of \$3.50, for the first re-application for port clearance; and
- (b) \$107, inclusive of GST of \$7, for any subsequent re-application for port clearance.

(3) The owner, agent or master of a vessel who requests for an amendment to an application for port clearance shall pay \$53.50 (inclusive of GST of \$3.50) for the first request, and \$107 (inclusive of GST of \$7) for every subsequent request, to amend the application for port clearance.

Charges for wharfage on privately-operated wharf

6.—(1) Subject to sub-paragraph (2), the wharfage charges payable on goods discharged from or loaded on a vessel, or transferred between vessels, at any privately-operated wharf are as follows:

	<i>Per tonne of goods or part thereof discharged from vessel</i>	<i>Per tonne of goods or part thereof loaded on vessel</i>	<i>Per tonne of goods or part thereof transferred between vessels</i>
On all goods, including general cargo	20 cents	20 cents	20 cents.

(2) The wharfage charges payable on goods discharged from or loaded on a vessel, or transferred between vessels, at any privately-operated wharf (being goods that will be going into or that have come out of a facility for, or as a result of, the following processes at that facility) are as follows:

	<i>Per tonne of goods or part thereof transferred between vessels at wharf and going into facility</i>	<i>Per tonne of goods or part thereof discharged from vessel onto wharf and going into facility</i>	<i>Per tonne of goods or part thereof transferred between vessels at wharf and that have come out of facility</i>	<i>Per tonne of goods or part thereof loaded on vessel at wharf and that have come out of facility</i>
(a) On the following types of goods for oil refining or petrochemical manufacturing:				
(i) oil or bulk liquid	10 cents	10 cents	NA	NA
(ii) end-products (including refined products, bunkers and manufactured products)	NA	NA	Nil	Nil

	<i>Per tonne of goods or part thereof transferred between vessels at wharf and going into facility</i>	<i>Per tonne of goods or part thereof discharged from vessel onto wharf and going into facility</i>	<i>Per tonne of goods or part thereof transferred between vessels at wharf and that have come out of facility</i>	<i>Per tonne of goods or part thereof loaded on vessel at wharf and that have come out of facility</i>
(b) On any oil or bulk liquid (including refined products, bunkers and manufactured products) for bulk liquid storage, including blending	20 cents	20 cents	Nil	Nil
(c) On all goods for power generation	10 cents	10 cents	NA	NA.

(3) The Authority may elect to collect any of the wharfage charges payable under sub-paragraphs (1) and (2) from —

- (a) the owner or agent of the vessel;
- (b) the operator of the privately-operated wharf; or
- (c) the operator of the facility.

(4) For the purposes of assessing the wharfage charges payable under sub-paragraph (2), the Authority may determine the purpose for which the goods are going into a facility.

(5) Any person who is aggrieved by the Authority's determination under sub-paragraph (4) may, within 14 calendar days of the determination, appeal in writing to the Minister whose decision shall be final.

(6) In this paragraph, "facility" means any oil refinery facility, petrochemical facility, oil storage facility or bulk liquid storage facility located within Singapore.

Supply of water from privately-operated wharves or shipyards

7.—(1) Where a person requests the supply of water from privately-operated wharves or shipyards to a vessel —

- (a) the Authority reserves the right to limit the amount of water to be supplied to any vessel;

- (b) every order for the supply of water must be placed not less than 24 hours before the supply is required; and
- (c) all orders are to be carried out on a first come first served basis and the supplier is not obliged to carry out orders placed less than 12 hours before the supply is required.

(2) Subject to sub-paragraph (3), the charges payable in respect of water supplied from the mains to a vessel are as follows:

	<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part thereof</i>
(a)	0 – 50	\$7
(b)	51 – 100	\$8
(c)	101 – 150	\$10
(d)	151 – 200	\$11
(e)	201 – 250	\$13
(f)	251 – 300	\$14
(g)	301 – 350	\$16
(h)	351 – 400	\$17
(i)	Exceeding 400	\$21

subject to a minimum quantity of 20,000 litres per order.

(3) The following charges are payable in respect of water supplied from the mains to —

- (a) a vessel that is designed or adapted for use for recreation or pleasure, and the water so supplied to the vessel is intended to be used in Singapore; or
- (b) a vessel that is not within the meaning of a ship under section 21(4)(a) of the Goods and Services Tax Act (Cap. 117A), and the vessel is not bound for a destination outside Singapore:

	<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part thereof (inclusive of GST)</i>	<i>GST Amount</i>
(i)	0 – 50	\$7.49	\$0.49
(ii)	51 – 100	\$8.56	\$0.56
(iii)	101 – 150	\$10.70	\$0.70
(iv)	151 – 200	\$11.77	\$0.77
(v)	201 – 250	\$13.91	\$0.91

	<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part thereof (inclusive of GST)</i>	<i>GST Amount</i>
(vi)	251 – 300	\$14.98	\$0.98
(vii)	301 – 350	\$17.12	\$1.12
(viii)	351 – 400	\$18.19	\$1.19
(ix)	Exceeding 400	\$22.47	\$1.47

subject to a minimum quantity of 20,000 litres per order.

(4) In addition to the charges payable specified in sub-paragraphs (2)(a) to (i) and (3)(b)(i) to (ix), the water conservation tax chargeable by the Public Utilities Board for the volume of water supplied shall also be payable.

(5) More than one order may be placed for the supply of water to a vessel during its stay in the port, in which event the charges applicable in respect of the supply of water shall be determined in accordance with the total volume of water supplied to the vessel.

(6) Where a person requests for the supply of water to a vessel, but is unable to accept the supply of water at the time appointed for the commencement of the supply of water, the following charges are payable in respect of the labour provided for the supply of water:

\$15 for every $\frac{1}{4}$ hour or part thereof from the time appointed for the supply of water to —

- (a) the time of commencement of pumping of water from the mains; or
- (b) if the order for the supply of water is cancelled, the time of such cancellation.

(7) If the supplier accepts an order placed after 0700 hours of any calendar day for the supply of water required on or before 0700 hours of the following calendar day, a late order fee of \$100 is payable in addition to the charges payable under sub-paragraphs (2) or (3), and (6).

Supply of water by waterboat

8.—(1) Where a person requests for the supply of water by waterboat —

- (a) the Authority reserves the right to limit the amount of water to be supplied to any vessel;
- (b) every order for the supply of water must be placed not less than 12 hours before the supply is required;
- (c) all orders are to be carried out on a first come first served basis and the supplier is not obliged to carry out orders placed less than 12 hours before the supply is required; and
- (d) all orders are to be placed in blocks of 50,000 litres.

(2) The charges payable in respect of water supplied to a vessel by waterboat are as follows:

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part thereof</i>
(a) 0 – 50	\$9
(b) 51 – 100	\$10
(c) 101 – 150	\$12
(d) 151 – 200	\$13
(e) 201 – 250	\$15
(f) 251 – 300	\$16
(g) 301 – 350	\$18
(h) 351 – 400	\$19
(i) Exceeding 400	\$23

subject to a minimum quantity of 50,000 litres per order.

(3) In addition to the charges payable specified in sub-paragraph (2)(a) to (i), the water conservation tax chargeable by the Public Utilities Board for the volume of water supplied shall also be payable.

(4) Where more than one order is placed for the supply of water to a vessel by waterboat during the vessel's stay in the port, the charges applicable for the supply of water are to be determined in accordance with the total volume of water supplied to the vessel.

(5) Where an order for the supply of water by waterboat is made or is amended less than 12 hours before the supply of water is required, a late order fee of \$600 is payable in addition to the charges set out in sub-paragraph (2), (6) or (7).

(6) In addition to the charges payable under sub-paragraph (5), the following charges are payable for the cancellation or amendment of orders for the supply of water by waterboat:

- (a) where the order is cancelled or amended less than 12 hours but more than 4 hours before the time the supply of water is required — \$100; and
- (b) where the order is cancelled or amended not more than 4 hours before the time the supply of water is required — a charge equivalent to the minimum charge payable under sub-paragraph (2).

(7) In addition to the charges payable under this paragraph, the following fees are payable per order where the vessel to which water is supplied by a waterboat is at one of the following locations:

- (a) in the area marked "A" in Part VIII — Nil
- (b) in the area marked "B" in Part VIII — \$350

- (c) in the area marked “C” in Part VIII — \$700
- (d) in the area marked “D” in Part VIII — \$1,200.
- (8) In this paragraph —
- (a) an amendment of an order includes —
- (i) an amendment of an order which has previously been amended; and
- (ii) a change in the time or location of the supply of water; and
- (b) an order for the supply of water is to be treated as amended where amount of water ordered and the amount of water accepted differs by not less than 5% (unless the difference was caused by a failure to supply the amount of water ordered).

Charges for fire-fighting, oil spill response and anti-pollution services

9.—(1) The charges for fire-fighting, oil spill response and anti-pollution services provided by the Authority to save life or property are as follows:

	<i>Charges per hour or part thereof from the time the vessel leaves the base to the time it returns to base and is no longer required</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>	<i>Standby charges per calendar day or part thereof, for the period that the vessel is on standby at a forward storage area or base or in transit</i>
(a) for the deployment of a fire-fighting craft	\$1,284 (inclusive of GST of \$84)	\$10,272 (inclusive of GST of \$672)	\$5,136 (inclusive of GST of \$336)
(b) for the deployment of an anti-pollution vessel as follows:			
(i) a fire-fighting craft or tug used as an anti-oil pollution craft	\$936.25 (inclusive of GST of \$61.25)	\$7,490 (inclusive of GST of \$490)	\$3,745 (inclusive of GST of \$245)
(ii) a launch	\$235.40 (inclusive of GST of \$15.40)	\$1,819 (inclusive of GST of \$119)	\$909.50 (inclusive of GST of \$59.50)

	<i>Charges per hour or part thereof from the time the vessel leaves the base to the time it returns to base and is no longer required</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>	<i>Standby charges per calendar day or part thereof, for the period that the vessel is on standby at a forward storage area or base or in transit</i>
(iii) 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)	\$2,675 (inclusive of GST of \$175)
(iv) a garbage collection craft used as an anti-oil pollution craft	\$278.20 (inclusive of GST of \$18.20)	\$2,193.50 (inclusive of GST of \$143.50)	\$1,096.75 (inclusive of GST of \$71.75)
		<i>Charges per calendar day or part thereof</i>	<i>Standby charges 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>
(c) for the use of oil spill response equipment as follows:			
(i) a rapid response container	\$4,815 (inclusive of GST of \$315)	\$2,407.50 (inclusive of GST of \$157.50)	
(ii) 250-metre length of open water boom	\$5,189.50 (inclusive of GST of \$339.50)	\$2,594.75 (inclusive of GST of \$169.75)	
(iii) 100 m ³ inflatable oil storage barge	\$9,630 (inclusive of GST of \$630)	\$4,815 (inclusive of GST of \$315)	
(iv) 45-tonne/hour oil skimmer	\$1,712 (inclusive of GST of \$112)	\$856 (inclusive of GST of \$56)	

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| (v) | 30-tonne/
hour vacuum
skimmer | \$695.50 (inclusive of
GST of \$45.50) | \$347.75 (inclusive of
GST of \$22.75) |
| (vi) | 12-metre
dispersant
spray system | \$321 (inclusive of GST
of \$21) | \$160.50 (inclusive of
GST of \$10.50) |
| (vii) | a dispersant
educator | \$160.50 (inclusive of
GST of \$10.50) | \$80.25 (inclusive of GST
of \$5.25). |
- (A) manpower charges, as may be determined by the Authority, of between \$53.50 (inclusive of GST of \$3.50) to \$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;
- (C) an administrative charge at 6% of the total charges payable to the Authority, for total charges up to \$1.07 million (inclusive of GST), or such lower amount as may be determined by the Authority for total charges exceeding \$1.07 million (inclusive of GST).

(2) Where the oil spill response or anti-pollution services are provided by an operator or equipment owner other than the Authority, the charges payable shall be computed according to the applicable rates set out in the Schedule to the Memorandum of Understanding entered into on 24th September 2007 between the Authority and the International Tanker Owners Pollution Federation Limited (ITOPF), 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>.

PART III

Fees payable under regulation 7(2) of Maritime and Port Authority of Singapore (Harbour Craft) Regulations

10. The fees payable under regulation 7(2) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations are as follows:

- | | | |
|------|---|--|
| (a) | for a search of the particulars entered
in the register | \$5.35 (inclusive of GST
of \$0.35) |
| (b) | for an inspection or subsequent
inspection of a harbour craft at — | |
| (i) | inspection sites designated by
the Authority | \$30 |
| (ii) | any other site | \$50 |

- | | | |
|-----|--|---------------------------------------|
| (c) | cancellation of licence number to be replaced by allotted licence number | \$53.50 (inclusive of GST of \$3.50) |
| (d) | transfer of licence number | \$53.50 (inclusive of GST of \$3.50). |

Fees payable under regulation 39(1) of Maritime and Port Authority of Singapore (Harbour Craft) Regulations

11.—(1) The owner, agent or master of a harbour craft who is granted any permission by the Authority under regulation 39(1) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations shall pay the following fees:

- | | | |
|-----|--|--|
| (a) | where the permission is for the use of the harbour craft within the port in a marine project approved by the Port Master | \$100 per 10 GT or part thereof per 6-month period or part thereof |
| (b) | where the permission is for the use of the harbour craft within the port for purposes other than as specified in sub-paragraph (a) | \$200 per 100 GT or part thereof per calendar day or part thereof, subject to a maximum of \$5,000 per calendar day. |

(2) The fees payable under sub-paragraph (1)(a) shall be paid 6-monthly in advance at the time the permission under regulation 39(1) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations is granted or renewed, as the case may be.

(3) The Authority may elect to collect the fees payable under sub-paragraph (1)(b) daily in advance at the time the permission under regulation 39(1) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations is granted or renewed or at such later date as may be determined by the Authority.

(4) The fees payable under this paragraph are not refundable.

PART IV

Fees payable under regulation 7 of Maritime and Port Authority of Singapore (Harbour Craft Manning Licence Examination) Regulations

12. The examination fees payable under regulation 7 of the Maritime and Port Authority of Singapore (Harbour Craft Manning Licence Examination) Regulations (Rg 4) are as follows:

- | | | |
|-----|--------------------------------------|------|
| (a) | examination for Port Limit Steersman | \$50 |
| (b) | examination for Port Limit Helmsman | \$60 |

-
-
- | | | |
|-----|---|-------|
| (c) | examination for Port Limit Third Class Engine Driver | \$50 |
| (d) | examination for Port Limit Second Class Engine Driver | \$60. |

PART V

Fees payable under regulation 4(2) of Maritime and Port Authority of Singapore (Pleasure Craft) Regulations

13. The fees payable under regulation 4(2) of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6) are as follows:

- | | | |
|-----|--|-------------------------------------|
| (a) | for a search or an inspection of the particulars entered in the register | \$5.35 (inclusive of GST of \$0.35) |
| (b) | for a certified copy of the particulars entered in the register | \$5.35 (inclusive of GST of \$0.35) |
| (c) | for a certified copy of a document | \$5.35 (inclusive of GST of \$0.35) |
| (d) | for registration of change of ownership | \$5 |
| (e) | for inspection of a pleasure craft at a site designated by the Authority for the purpose of inspection | Nil |
| (f) | for inspection of a pleasure craft at any site other than a site designated by the Authority for the purpose of inspection — | |
| | (i) where the pleasure craft is propelled by machinery | \$50 |
| | (ii) where the pleasure craft is not propelled by machinery | \$30 |
| (g) | for a re-inspection, post-accident inspection, or inspection ordered by the Port Master, in respect of a pleasure craft propelled by machinery — | |
| | (i) at a site designated by the Authority | \$30 |
| | (ii) at any other site | \$50 |

(h)	for a re-inspection, post-accident inspection or inspection ordered by the Port Master, in respect of a pleasure craft not propelled by machinery —	
	(i) at a site designated by the Authority	\$10
	(ii) at any other site	\$30
(i)	cancellation of licence number to be replaced by allotted licence number	\$53.50 (inclusive of GST of \$3.50)
(j)	transfer of licence number	\$53.50 (inclusive of GST of \$3.50).

Driving licence examination fees

14. The powered pleasure craft driving licence examination fees payable under regulation 35 of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations are as follows:

	<i>Payable by Singapore citizens and permanent residents</i>	<i>Payable by foreigners</i>
(a) Theory Examination (written)	\$20	\$40
(b) Theory Examination (oral)	\$50	\$100.

PART VI

Fees payable under Maritime and Port Authority of Singapore (Registration and Employment of Seamen) Regulations

15. The following fees are payable under the Maritime and Port Authority of Singapore (Registration and Employment of Seamen) Regulations:

	<i>Fee payable</i>
(a) under regulation 5(3) — for the issuance of seaman registration card to new seamen	\$10
(b) under regulations 10(4) and 11(4) — for re-registration as a seaman	\$10
(c) under regulation 11(2) — for renewal of seaman registration card	\$10
(d) under regulation 13(2) — for replacement of lost, destroyed or defaced seaman registration card	\$21.40 (inclusive of GST of \$1.40)

- (e) under regulation 20(5) —
- | | |
|--|------|
| (i) for employment of a citizen of Singapore who is not a registered seaman; and | \$25 |
| (ii) for employment of a non-citizen of Singapore who is not a registered seaman | \$40 |
- (f) under regulation 22(1) — for engagement of a registered seaman by employers \$5.

PART VII

Maritime welfare fees

16.—(1) Subject to paragraph 17, the owner, agent or master of a vessel which calls at the port shall pay the following maritime welfare fees in respect of the vessel per call:

<i>Weight of vessel</i>	<i>Fee payable</i>
(a) exceeding 75 GT but not exceeding 1,000 GT	\$25
(b) exceeding 1,000 GT but not exceeding 2,000 GT	\$40
(c) exceeding 2,000 GT but not exceeding 5,000 GT	\$60
(d) exceeding 5,000 GT but not exceeding 10,000 GT	\$80
(e) exceeding 10,000 GT but not exceeding 20,000 GT	\$105
(f) exceeding 20,000 GT but not exceeding 40,000 GT	\$140
(g) exceeding 40,000 GT	\$175.

(2) In the case of a vessel with dual tonnages or a vessel with an open or closed shelter deck, the higher tonnage shall be deemed to be the gross tonnage of the vessel.

(3) Maritime welfare fees are not payable in respect of fishing vessels not exceeding 500 GT calling at the Jurong Fishery Port.

Maritime welfare fees paid annually in advance

17.—(1) The owner, agent or master of a vessel exceeding 75 GT but not exceeding 1,000 GT (or exceeding 500 GT but not exceeding 1,000 GT in the case of fishing vessels calling at the Jurong Fishery Port) may opt to pay an annual maritime welfare fee, payable in advance, which shall be equivalent to 12 times the fee payable in respect of the vessel per call.

(2) No refund shall be made of any fee paid annually.”

Made this 28th day of June 2013.

LUCIEN WONG
Chairman,
Maritime and Port Authority of Singapore.

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