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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. 3) NOTIFICATION 2021

In exercise of the powers conferred by section 27(1), (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, makes the following Notification:

Citation and commencement

1. This Notification is the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 3) Notification 2021 and comes into operation on 1 January 2022.

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) (called in this Notification the principal Notification) is amended —

(a) by deleting the definitions of “nearest hour”, “passenger ferry vessel”, “passenger vessel” and “per annum” or “per year” and substituting the following definition:

““mixed-use location” means a location within the port that is both —

(a) a shipyard specified by the Authority;
and

(b) an offshore marine location or anchorage specified by the Authority for an offshore support vessel;” and

(b) by deleting the definition of “port circular”.

Amendment of paragraph 4

3. Paragraph 4 of the principal Notification is amended by inserting, immediately after the word “repairs,”, the words “docking, outfitting, maintenance, building or conversion works,”.

Amendment of Schedule

4. Part I of the Schedule to the principal Notification is amended —

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

“Port dues payable in respect of vessels in port

1.—(1) Subject to sub-paragraphs (2) to (5), the owner, agent or master of a vessel is liable to pay the port dues set out below:

(a) Subject to sub-paragraph (b), for any vessel that is not a vessel mentioned in sub-paragraph (c), (d) or (e), and is loading or discharging goods, embarking or disembarking passengers or undertaking any other afloat activity (including repairs) (called in this paragraph a Category 1 purpose) —

(i) the port dues payable for any stay that does not exceed a period of 10 days is the total amount worked out using the rate set out in the second column of the following table corresponding to the vessel’s gross tonnage and the length of the vessel’s stay in days:

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Rate for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
1	\$7.50
2	\$8.50
3	\$9

4	\$9.50	
5	\$12.50	
6	\$15.50	
7	\$18.50	
8	\$21.50	
9	\$24.50	
10	\$27.50	; and

(ii) the port dues payable for any stay that exceeds a period of 10 days is the amount of port dues worked out under sub-paragraph (i) for the first 10 days plus an amount calculated in accordance with the formula $A \times P$, where —

(A) A is the sum of the respective amounts worked out for each block period of the vessel's stay using the rate set out in the second column of the following table corresponding to the length of the vessel's stay in days; and

(B) P is the gross tonnage of the vessel by reference to every 100 GT of the vessel or part of every 100 GT of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Daily rate</i>
for the first block period starting on the 11th day	\$6 for each day or part of each day in this block period

for the next block period starting on the 21st day (called the second block period)	\$12 for each day or part of each day in this block period
for the next block period starting on the 31st day (called the third block period)	\$18 for each day or part of each day in this block period
for the next block period starting on the 41st day (called the fourth block period)	\$24 for each day or part of each day in this block period
for each successive block period starting on the 51st day	An amount computed by multiplying \$6 by the ordinal number of the block period, for each day or part of each day in that block period.

- (b) A rebate of 20% of the port dues payable under sub-paragraph (a)(i) is to be granted in respect of a container vessel loading or discharging goods and staying in port for a period not exceeding 4 days.
- (c) For a vessel undergoing bunkering activities, taking ship's supplies or changing the members of the crew (called in this paragraph a Category 2 purpose), without any Category 1 purpose being carried out —
- (i) the port dues payable for any stay that does not exceed a period of 10 days is the total amount worked out using the rate set out in the second column of the following table corresponding to the vessel's gross tonnage and the length of the vessel's stay in days:

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in days (rounded up to a whole day) for a Category 2 purpose</i>	<i>Rate for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
1	\$1
2	\$5.50
3	\$9
4	\$9.50
5	\$12.50
6	\$15.50
7	\$18.50
8	\$21.50
9	\$24.50
10	\$27.50 ; and

(ii) the port dues payable for any stay that exceeds a period of 10 days is the amount of port dues worked out under sub-paragraph (i) for the first 10 days plus an amount calculated in accordance with the formula $B \times P$, where —

(A) B is the sum of the respective amounts worked out for each block period of the vessel's stay using the rate set out in the second column of the following table corresponding to the length of the vessel's stay in days; and

(B) P is the gross tonnage of the vessel by reference to every 100 GT of the vessel or part of every 100 GT of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in days (rounded up to a whole day) for a Category 2 purpose</i>	<i>Daily rate</i>
for the first block period starting on the 11th day	\$6 for each day or part of each day in this block period
for the next block period starting on the 21st day (called the second block period)	\$12 for each day or part of each day in this block period
for the next block period starting on the 31st day (called the third block period)	\$18 for each day or part of each day in this block period
for the next block period starting on the 41st day (called the fourth block period)	\$24 for each day or part of each day in this block period
for each successive block period starting on the 51st day	An amount computed by multiplying \$6 by the ordinal number of the block period, for each day or part of each day in that block period.

- (d) For a vessel at a shipyard specified by the Authority and undergoing repairs, docking, outfitting, maintenance, building or conversion works (called in this paragraph a Category 3 purpose) —

<i>Length of stay of vessel at specified shipyard for a Category 3 purpose</i>	<i>Port dues payable for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
(i) not exceeding 4 days	\$4
(ii) exceeding 4 days	\$4 for the first 4 days and an additional \$0.25 for each day or part of each day after the 4th day

- (e) For an offshore support vessel approved by the Authority (called an approved OSV) that calls at an offshore marine location specified by the Authority or occupies an anchorage specified by the Authority for an approved OSV and that is undergoing any offshore support activity, without loading or discharging any goods at any location during its stay in port —

<i>Length of stay of vessel at specified offshore marine location or specified anchorage for any offshore support activity</i>	<i>Port dues payable for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
(i) not exceeding 4 days	\$4
(ii) exceeding 4 days	
(A) for the first 4 days	\$4

(B) for each day or part of each day after the 4th day up to (and including) the 90th day	\$0.50
(C) for each day or part of each day after the 90th day	\$1

(2) The application of sub-paragraph (1) is subject to the following:

- (a) where a vessel only stays at one or more specified shipyards (that are not mixed-use locations) during its stay in port for any Category 1 purpose and Category 3 purpose, whether or not any Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:
 - (i) for the first day of its stay in port — \$7.50 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (b) where a vessel only stays at one or more specified shipyards (that are not mixed-use locations) during its stay in port for any Category 2 purpose and Category 3 purpose, without any Category 1 purpose being carried out — the port dues payable is the sum of the following amounts:

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- (i) for the first day of its stay in port — \$1 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (c) where an approved OSV only stays at one or more specified offshore marine locations or specified anchorages (whether or not they are mixed-use locations) during its stay in port for any Category 1 purpose (but not loading or discharging goods) and offshore support activity, whether or not any Category 2 purpose or Category 3 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$7.50 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (d) where an approved OSV only stays at one or more specified offshore marine locations or specified anchorages (whether or not they are mixed-use locations) during its stay in port for any Category 2 purpose and offshore support activity, without any Category 1 purpose being carried out and whether or not any Category 3 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$1 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;

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- (e) where an approved OSV only stays at one or more mixed-use locations during its stay in port for any loading or discharge of goods, Category 3 purpose and offshore support activity, whether or not any Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$7.50 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with the port dues set out in sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (f) where an approved OSV only stays at one or more mixed-use locations during its stay in port, and carries out any Category 2 purpose, Category 3 purpose and offshore support activity, without any Category 1 purpose being carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$1 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the remaining days of its stay in port — an amount computed in accordance with the port dues set out in sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (g) where an approved OSV stays at one or more mixed-use locations and carries out any Category 3 purpose and offshore support activity, whether or not any Category 2 purpose is carried out — the port dues payable in respect of its stay at that location is determined in accordance with the following:
- (i) if the vessel loads or discharges goods at any location during its stay in port — the rates set out in sub-paragraph (1)(d);
 - (ii) if the vessel does not load or discharge any goods at any location during its stay in port — the rates set out in sub-paragraph (1)(e);

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- (h) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, with any Category 1 purpose (but not loading or discharging goods) also being carried out and whether or not any Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$7.50 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the duration of its stay at the specified shipyards that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);
 - (iii) for the remaining duration of its stay in port at the specified offshore marine locations or specified anchorages, whether or not they are mixed-use locations — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay at the specified offshore marine locations or specified anchorages is disregarded in determining the period of its stay at those locations;
- (i) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, with any Category 2 purpose (but not Category 1 purpose) also being carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$1 for every 100 GT of the vessel or part of every 100 GT of the vessel;
 - (ii) for the duration of its stay at the specified shipyards that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);

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- (iii) for the remaining duration of its stay in port at the specified offshore marine locations or specified anchorages, whether or not they are mixed use locations — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay at the specified offshore marine locations or specified anchorages is disregarded in determining the period of its stay at those locations;
 - (j) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, and also loads or discharges goods at any of these locations, whether or not any other Category 1 purpose or Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:
 - (i) for the duration of its stay at the specified offshore marine locations or specified anchorages that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(a);
 - (ii) for the remaining duration of its stay in port at the specified shipyards, whether or not they are mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);
 - (k) where a vessel undergoes any gas-free inspection at any location before it calls at a specified shipyard, it is treated as being in the specified shipyard for the purpose of determining the port dues payable for the period of its inspection, except that the period for that determination must not exceed one day.
- (3) Subject to sub-paragraph (4), for the purpose of computing the port dues payable in respect of any vessel for a purpose mentioned in sub-paragraph (1)(a), (c), (d) or (e), if a vessel stays in port on any occasion for a particular purpose over different periods, the different periods are to be aggregated and rounded up to the nearest day in determining the number of days during which the vessel stays in port for that purpose.

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- (4) Where a vessel stays in port on any occasion for 2 or more purposes mentioned in sub-paragraph (1)(a), (c), (d) and (e) —
- (a) the total number of days for which port dues are liable to be paid by the owner, agent or master of the vessel under those provisions must not exceed the actual number of days (rounded up to the nearest day) of the vessel’s stay in port on that occasion; and
 - (b) subject to sub-paragraph (a), the aggregation and rounding up to the nearest day to determine the number of days during which a vessel stays in port for a particular purpose and computing the corresponding port dues liable to be paid by the owner, agent or master of the vessel under sub-paragraph (3), are to be carried out in the following order:
 - (i) the port dues payable under sub-paragraph (1)(a), if any;
 - (ii) the port dues payable under sub-paragraph (1)(c), if any;
 - (iii) the port dues payable under sub-paragraph (1)(d), if any;
 - (iv) the port dues payable under sub-paragraph (1)(e), if any.
- (5) This paragraph does 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.”;
- (b) by deleting the words “5 days” wherever they appear in paragraph 2(5) and substituting in each case the words “4 days”;
 - (c) by deleting the words “referred to in paragraph 1(1)(d) or (e)” in paragraph 3(1) and (1A) and substituting in each

case the words “mentioned in paragraph 1(1)(d) or (e) or (2)”;

(d) by deleting sub-paragraph (i) of paragraph 3(1)(a) and substituting the following sub-paragraphs:

“(i) from the day of arrest to the vessel’s 10th day of stay in port (both days inclusive), the port dues payable as set out in the second column of the table in paragraph 1(1)(a)(i) or (c)(i), or as determined under paragraph 2(5), as the case may be;

(ia) from the vessel’s 11th to 30th day of stay in port (both days inclusive), the port dues payable as set out in the second column of the table in paragraph 1(1)(a)(ii) or (c)(ii), or as determined under paragraph 2(5), as the case may be; and”;

(e) by deleting “\$11.50” in paragraph 3(1)(a)(ii) and (b)(i) and substituting in each case “\$18”;

(f) by deleting “\$17.50” in paragraph 3(1)(b)(ii) and substituting “\$24”;

(g) by deleting sub-paragraphs (iii) to (viii) of paragraph 3(1)(b) and substituting the following sub-paragraphs:

“(iii) \$30 — if the vessel is arrested on a day falling within the 51st day to the 60th day of stay in port (called the fifth block period);

(iv) \$30 plus an amount calculated by multiplying \$6 by the ordinal number of the block period after the fifth block period — if the vessel is arrested on a day on or after the 61st day of stay in port.”; and

(h) by inserting, immediately after the words “as set out in paragraph 1(1)(d) or (e)” in paragraph 3(1A), the words “(read subject to paragraph 1(2))”.

Transitional provision

5. Despite paragraph 4, paragraph 1 of Part I of the Schedule to the principal Notification as in force immediately before 1 January 2022 continues to apply in computing the port dues payable in respect of a vessel that enters or calls at Singapore before that date, and uses or plies within the port without leaving the port on that occasion.

*[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; S 846/2013; S 226/2014;
S 431/2014; S 159/2017; S 474/2017; S 690/2017;
S 440/2018; S 903/2020; S 56/2021; S 543/2021]*

Made on 9 December 2021.

NIAM CHIANG MENG
*Chairman,
Maritime and Port Authority of
Singapore.*

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