

MARITIME AND PORT AUTHORITY OF SINGAPORE ACT  
(CHAPTER 170A, SECTION 27(1), (7) AND (8))

MARITIME AND PORT AUTHORITY OF SINGAPORE  
(SCALE OF DUES, RATES AND GENERAL FEES)  
NOTIFICATION

ARRANGEMENT OF PARAGRAPHS

Paragraph

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[9th April 1997]

**Citation**

1. This Notification may be cited as the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification.

**Definitions**

2. In this Notification, unless the context otherwise requires —
- “fees” excludes fees payable in respect of the issue or renewal of a licence or permit;
- “GT” means the gross tonnage of a vessel measured in accordance with the International Convention of Tonnage Measurement of Ships 1969 as amended from time to time;  
[Deleted by S 168/2010 wef 01/04/2010]
- “nearest hour” means one hour but not any fraction exceeding that hour unless the fraction exceeds one-half hour in which

case the fraction exceeding one-half hour is to be regarded as another hour;

“passenger ferry vessel” means a vessel which carries more than 12 passengers;

“passenger vessel” means a vessel —

(a) which has a definite and fixed estimated time of arrival, estimated time of departure and which sailing schedules are required to be lodged with the Authority; and

(b) which, during a voyage in which the vessel calls at the port, carries not less than 100 passengers;

“per annum” or “per year” means a period of 12 months beginning from 1st January in any year;

“per day” means per calendar day;

“pleasure craft” has the same meaning as in the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6);

“port circular” means a notice given by the Authority to the shipping community of Singapore;

“PSA berth” means any berth owned by the PSA Corporation Limited;

“PSA terminal” means any terminal owned by the PSA Corporation Limited;

“tonne” means one metric tonne, 1,000 kilograms or one cubic metre.

### **Charges, rates and fees**

3.—(1) The dues payable to the Authority are set out in Part I of the Schedule.

(2) The rates and charges payable to the Authority for the use of premises, works or appliances, and for services or facilities provided by the Authority, and the persons liable to pay the specified rates and charges are set out in Part II of the Schedule.

(3) The fees payable under the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (Rg 3) are set out in Part III of the Schedule.

(4) The fees payable under the Maritime and Port Authority of Singapore (Harbour Craft Manning Licence Examination) Regulations (Rg 4) are set out in Part IV of the Schedule.

(5) The fees payable under the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6) are set out in Part V of the Schedule.

(6) The fees payable under the Maritime and Port Authority of Singapore (Registration and Employment of Seamen) Regulations (Rg 8) are set out in Part VI of the Schedule.

(7) The maritime welfare fees payable by an owner, agent or master of a vessel which calls at the port are set out in Part VII of the Schedule.

(8) Where the charges, rates, dues or fees under the Schedule may be paid by more than one person, the Authority may, in its discretion, decide the person or combination of persons who shall pay the charges, rates, dues or fees.

### **Rebates and concessions**

4. The rebates and concessions specified in the Schedule, including any permission or approval granted by the Authority for the payment of a lower rate of composite port dues in respect of vessels undergoing repairs, laid-up or awaiting work, may be granted only to a person who has a credit account with the Authority.

### **Interest**

5.—(1) All dues, rates and fees payable under this Notification must be paid within 30 days from the date they are levied.

(2) Interest at the rate of 1% per month shall be levied on dues, rates and fees not paid within the period referred to in sub-paragraph (1).

## THE SCHEDULE

Paragraphs 3 and 4

## PART I

## DUES PAYABLE BY THE OWNER, AGENT OR MASTER OF A VESSEL

Composite 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 port dues at the rates set out below —

(a) For a vessel not referred to in sub-paragraphs (b), (c) or (d), including a vessel loading or discharging goods, embarking or disembarking passengers or afloat repairs —

<i>Period of stay in the port</i>	<i>Charge per occasion</i>
(i) not exceeding 24 hours	\$8.50 per 100 GT or part thereof;
(ii) exceeding 24 hours but not exceeding 48 hours	\$9 per 100 GT or part thereof;
(iii) exceeding 48 hours but not exceeding 72 hours	\$9.50 per 100 GT or part thereof;
(iv) exceeding 72 hours but not exceeding 96 hours	\$10 per 100 GT or part thereof;
(v) exceeding 96 hours but not exceeding 120 hours	\$11 per 100 GT or part thereof;
(vi) exceeding 120 hours	\$11 per 100 GT or part thereof for the first 120 hours;
	\$3 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$4 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$4.50 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$5 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 240 hours; and

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a successive increase of \$5 per 100 GT or part thereof for each period of 24 hours or part thereof after every subsequent period of 240 hours or part thereof,

Subject to the following:

- (A) for the purpose of this sub-paragraph, any time spent by a vessel waiting for a PSA berth shall be excluded from the computation of the period of the vessel's stay in the port if the vessel subsequently occupies a PSA berth for the purpose of loading or discharging goods;
- (B) a vessel of 75 GT or more making its maiden voyage call is to be granted a rebate of 50% of the port dues payable under this sub-paragraph for its stay in the port; and
- (C) if a passenger vessel of 300 GT or more makes 6 or more calls at any PSA terminal, or the Singapore Cruise Centre, under the same agency in respect of the vessel which operates in Singapore within a period of 6 months from the month in which the first call is made, a rebate of 20% of the port dues payable in respect of the vessel under this sub-paragraph is to be granted for all such calls made by the vessel within that 6-month period.

[S 741/2004 wef 01/01/2005]

- (b) 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 —

*Period of occupation*

*Charge per occasion*

- (i) not exceeding 24 hours                      \$1.80 per 100 GT or part thereof;

THE SCHEDULE — *continued*

(ii) exceeding 24 hours but not exceeding 48 hours	\$4.40 per 100 GT or part thereof;
(iii) exceeding 48 hours but not exceeding 72 hours	\$6.60 per 100 GT or part thereof;
(iv) exceeding 72 hours but not exceeding 96 hours	\$8.80 per 100 GT or part thereof;
(v) exceeding 96 hours	\$11 per 100 GT or part thereof for the first 120 hours;
	\$3 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$4 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$4.50 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 120 hours;
	\$5 per 100 GT or part thereof for each period of 24 hours or part thereof for the next 240 hours; and
	a successive increase of \$5 per 100 GT or part thereof for each period of 24 hours or part thereof after every subsequent period of 240 hours or part thereof.

## (c) For a vessel at a shipyard —

<i>Period of stay in the port</i>	<i>Charge per 100 GT or part thereof per period of 24 hours or part thereof</i>
(i) not exceeding 24 hours	\$2
(ii) exceeding 24 hours but not exceeding 168 hours	50 cents
(iii) exceeding 168 hours but not exceeding 2,280 hours	25 cents
(iv) exceeding 2,280 hours	50 cents.

THE SCHEDULE — *continued*

- (d) For a vessel of not less than 20,000 GT taking bunkers at the anchorage designated by the Authority for bunkering —

<i>Period of occupation</i>	<i>Charge per occasion</i>
(i) if the stay in the port is for a period not exceeding 24 hours	\$1 per 100 GT or part thereof per occasion;
(ii) if the stay in the port is for a period exceeding 24 hours	the dues payable are to be calculated in accordance with the rates specified in sub-paragraph (b).

- (e) For a vessel of not less than 20,000 GT occupying a specified anchorage for taking ship's supplies (other than bunkers or water) or changing the members of the crew —

<i>Period of occupation</i>	<i>Charge per occasion</i>
(i) if the stay in the port is for a period not exceeding 8 hours	\$1 per 100 GT or part thereof per occasion;
(ii) if the stay in the port is for a period exceeding 8 hours	the dues payable are to be calculated in accordance with the rates specified in sub-paragraph (b).
(f) For a salvage tug or barge moored at a specified anchorage or a private yard	the dues payable are to be calculated in accordance with the rates specified in sub-paragraph (c).

- (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.

*[S 404/2009 wef 01/09/2009]*

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

(a) for a vessel of less than 75 GT	\$30 per 12-month period or part thereof;
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THE SCHEDULE — *continued*

- (b) for a vessel of 75 GT or more \$135 per 100 GT or part thereof per 12-month period or part thereof;
- (c) for a yacht visiting the port \$30 per 12-month period or part thereof.

(2) All dues paid under sub-paragraph (1) on any day in a month shall be for the period commencing from the first 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) or (b), the port dues must be paid before the arrival of the vessel or within 7 days of the arrival of the vessel (including the day of arrival).

(4) Where the owner, agent or master of a vessel pays port dues for 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 120 hours per occasion, the owner, agent or master of the vessel shall, in addition to the port dues payable under sub-paragraph (1)(b), pay the following port dues in respect of that vessel:

- (a) for the first 120 hours exceeding the initial 120 hours period \$3 per 100 GT or part thereof for each 24-hour period or part thereof;
- (b) for the next 120 hours \$4 per 100 GT or part thereof for each 24-hour period or part thereof;
- (c) for the next 120 hours \$4.50 per 100 GT or part thereof for each 24-hour period or part thereof;
- (d) for any subsequent period of time \$5 per 100 GT or part thereof for each 24-hour period or part thereof for the next 240 hours; and
- a successive increase of \$5 per 100 GT or part thereof for each period of 24 hours or part thereof after every subsequent period of 240 hours or part thereof.

(5) The time during which a vessel stays in a shipyard is to be excluded in calculating under sub-paragraph (4) the period during which a vessel stays in port.

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



THE SCHEDULE — *continued*

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 the port</i>	<i>Charge</i>
(a) for the first 720 hours that the vessel is in the port	the rates applicable to the vessel under paragraph 1 or 2, as the case may be; and
(b) for any period after the first 720 hours that the vessel is in the port	\$10 per 100 GT or part thereof for each period of 24 hours or part thereof or the rate applicable to the vessel at the time of the arrest under paragraph 1 or 2, as the case may be, whichever rate 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 at the rates set out in paragraph 1 or 2 as if the vessel had never been under arrest.

Composite port dues payable in respect of harbour craft or pleasure craft

4.—(1) The owner, agent or master of a pleasure craft shall pay port dues at the following rates:

(a) Class I — for a 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) Class II — for a pleasure craft that is —	\$19 per 10 GT or part thereof;
(i) more than 5 metres in length; and	
(ii) not mechanically propelled;	
(c) Class III — for a pleasure craft licensed for private use that is mechanically propelled;	\$27 per 10 GT or part thereof;
(d) Class III — for a pleasure craft licensed for commercial use that is —	\$27 per 10 GT or part thereof;
(i) mechanically propelled; and	

THE SCHEDULE — *continued*

- (ii) has a carrying capacity of not more than 12 passengers;
- (e) Class IV — for a pleasure craft licensed for commercial use that is — \$60 per passenger subject to a minimum charge of \$1,200.
  - (i) mechanically propelled; and
  - (ii) has a carrying capacity of more than 12 passengers

[S 728/2010 wef 01/12/2010]

(2) The owner, agent or master of a harbour craft shall pay port dues at the following rates:

- (a) Class I — for a harbour craft that is — \$19 per 10 GT or part thereof;
  - (i) not mechanically propelled; and
  - (ii) used for carrying goods or not more than 12 passengers;
- (b) Class II — for a harbour craft that is — \$27 per 10 GT or part thereof;
  - (i) mechanically propelled; and
  - (ii) used for carrying goods or not more than 12 passengers;
- (c) Class III — for a harbour craft used for carrying more than 12 passengers; \$60 per passenger seat subject to a minimum charge of \$1,200;
- (d) Class IV — for a harbour craft used for purposes other than those specified in sub-paragraph (a), (b) or (c) (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;
- (e) for a harbour craft used as a bunker barge or as a tanker \$100 per 10 GT or part thereof;

but —

- (i) a charge of \$20 per 10 GT or part thereof shall be levied on any harbour craft (except a harbour craft used for land reclamation work

THE SCHEDULE — *continued*

in Singapore) operating as a sea-going vessel on every occasion the craft leaves the port limits; and

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

*[S 680/2011 wef 01/01/2012]*

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

- (a) at the rate 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) at the following rates, if the harbour craft is 16 years of age or older:

Age of harbour craft	Additional port dues (as percentage of the port dues payable under sub-paragraph (2)(e))
(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%

THE SCHEDULE — *continued*

Age of harbour craft	Additional port dues (as percentage of the port dues payable under sub-paragraph (2)(e))
(x) Exceeding 25 years but not exceeding 26 years	150%
(xi) Exceeding 26 years but not exceeding 27 years	165%
(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.

*[S 680/2011 wef 01/01/2012]*

(4) 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 (Rg 3), or the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6), as the case may be, is issued or renewed.

(5) If the Authority is satisfied that a harbour craft or a pleasure 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.

*[S 113/2006 wef 01/03/2006]*

## PART II

CHARGES FOR RE-APPLICATION OF PORT CLEARANCE OR FOR A  
REQUEST TO AMEND AN 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-

THE SCHEDULE — *continued*

applies for port clearance in respect of the same vessel, the owner, agent or master of the vessel shall pay —

(a) \$50 for the first re-application for port clearance; and

(b) \$100 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 \$50 for the first request, and \$100 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</i>
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THE SCHEDULE — *continued**have  
come  
out of  
facility*

(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	
(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.	

(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.

THE SCHEDULE — *continued*

(5) Any person who is aggrieved by the Authority's determination under sub-paragraph (4) may, within 14 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;

“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.

*[S 168/2010 wef 01/04/2010]*

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 —

(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) The charges payable in respect of water supplied from the mains to the vessel are as follows:

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Sum 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

THE SCHEDULE — *continued*

(i) Exceeding 400 \$21

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

(3) In addition to the charges payable in accordance with the rates 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) 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 rate of charges applicable in respect of the supply of water shall be determined in accordance with the total volume of water supplied to the vessel.

(5) 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 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.

(6) If the supplier accepts an order placed after 0700 hours of any day for the supply of water required on or before 0700 hours of the following day, a late order fee of \$100 is payable in addition to the charges payable under sub-paragraphs (2) and (5).

## 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:



THE SCHEDULE — *continued*

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Sum 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 in accordance with the rates 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 rate of charges applicable for the supply of water is 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:

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- (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>Rate 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>Rate per day for services exceeding 8 hours in a day</i>	<i>Standby rate per 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	\$1,200	\$9,600	\$4,800

THE SCHEDULE — *continued*

(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	\$875	\$7,000		\$3,500
(ii) a launch	\$220	\$1,700		\$850
(iii) a workboat or hydrographic craft used as a command craft	\$550	\$5,000		\$2,500
(iv) a garbage collection craft used as an anti-oil pollution craft	\$260	\$2,050		\$1,025

*Rate per day or part thereof      Standby rate per day or part thereof,  
for the period that the equipment is  
on standby at a forward storage area  
or base or in transit*

(c) for the use of oil spill response equipment as follows:

(i) a rapid response container	\$4,500		\$2,250
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THE SCHEDULE — *continued*

(ii) 250-metre length of open water boom	\$4,850	\$2,425
(iii) 100m <sup>3</sup> inflatable oil storage barge	\$9,000	\$4,500
(iv) 45- tonne/hour oil skimmer	\$1,600	\$800
(v) 30- tonne/hour vacuum skimmer	\$650	\$325
(vi) 12-metre dispersant spray system	\$300	\$150
(vii) a dispersant educator	\$150	\$75

- (d) manpower charges of between \$50 to \$300 per hour or part thereof, according to the seniority of the officer deployed;
- (e) dispersants to be charged at cost, with additional charges for the storage and handling thereof;
- (f) an administrative charge at 6% of the total charges payable to the Authority, for total charges up to \$1 million, or such lower amount as may be determined by the Authority for total charges exceeding \$1 million.

(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

THE SCHEDULE — *continued*

available on the Internet through the official website of the Authority at <http://www.mpa.gov.sg>.

[S 523/2008 wef 01/10/2007]

[S 168/2010 wef 01/04/2010]

PART III

FEEs PAYABLE UNDER THE MARITIME AND PORT AUTHORITY OF  
SINGAPORE (HARBOUR CRAFT) REGULATIONS (RG 3)

10. 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
- (b) for an inspection or subsequent inspection of a harbour craft at —
  - (i) designated inspection sites designated by the Authority \$30
  - (ii) any other site \$50
- (c) cancellation of licence number to be replaced by allotted licence number \$50
- (d) transfer of licence number \$50.

10A.—(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 day or part thereof, subject to a maximum of \$5,000 per 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

THE SCHEDULE — *continued*

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.

*[S 134/2009 wef 01/04/2009]*

*[S 404/2009 wef 01/09/2009]*

## PART IV

FEES PAYABLE UNDER THE MARITIME AND PORT AUTHORITY OF  
SINGAPORE (HARBOUR CRAFT MANNING LICENCE EXAMINATION)  
REGULATIONS (RG 4)

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

	<i>Citizens of Singapore and permanent residents</i>
(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 THE MARITIME AND PORT AUTHORITY OF  
SINGAPORE (PLEASURE CRAFT) REGULATIONS (RG 6)

12. Fees payable under regulation 4(2) of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations are as follows:

- (a) for a search or an inspection of the particulars entered in the register \$ 5

THE SCHEDULE — *continued*

(b) for a certified copy of the particulars entered in the register	\$ 5
(c) for a certified copy of a document	\$ 5
(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	\$50
(j) transfer of licence number	\$50.

[S 134/2009 wef 01/04/2009]

THE SCHEDULE — *continued*

## Driving licence examination fees

13. The powered pleasure craft driving licence examination fees payable under regulation 35 of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations (Rg 6) are as follows:

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

[S 134/2009 wef 01/04/2009]

## PART VI

FEES PAYABLE UNDER THE MARITIME AND PORT AUTHORITY OF  
SINGAPORE (REGISTRATION AND EMPLOYMENT OF SEAMEN)  
REGULATIONS (RG 8)

14. The following fees are payable:

	<i>Amount of fees</i>
(a) under regulation 5(3) — for the issuance of seaman registration card to new seamen	\$10
(b) under regulation 10(4) — for re-registration as a seaman	\$10
(c) under regulation 11(4) — for renewal of seaman registration card	\$10
(d) under regulation 13(2) — for replacement of lost, destroyed or defaced seaman registration card	\$20
(e) under regulation 20(5) —	
(i) for employment of a citizen of Singapore who is not a registered seaman; and	\$25



THE SCHEDULE — *continued*

(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

15.—(1) The owner, agent or master of a vessel which calls at the port shall pay the following maritime welfare fees:

<i>Weight of vessel</i>	<i>Fee payable per call per vessel</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.

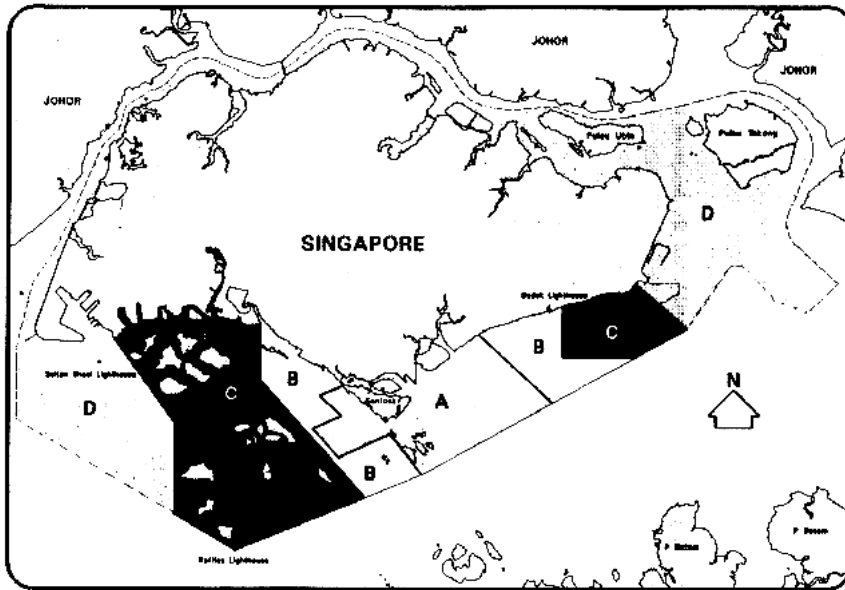
16.—(1) The owner, agent or master of a vessel exceeding 75 GT but not exceeding 1,000 GT (or exceeding 500 GT but not exceeding 1,000 GT in the case of fishing vessels calling at the Jurong Fishery Port) may opt to pay the maritime welfare fees annually in advance, which shall be equivalent to 12 times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

THE SCHEDULE — *continued*

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

[S 523/2007 wef 01/10/2007]

PART VIII



[G.N. Nos. S 190/97; S 437/97; S 447/98]

LEGISLATIVE HISTORY  
MARITIME AND PORT AUTHORITY OF SINGAPORE  
(SCALE OF DUES, RATES AND GENERAL FEES)  
NOTIFICATION  
(CHAPTER 170A, N 2)

This Legislative History is provided for the convenience of users of the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification 1997. It is not part of this Notification.

**1. G. N. No. S 190/1997 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification 1997**

Date of commencement : 9 April 1997

**2. G. N. No. S 437/1997 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 1997**

Date of commencement : 1 October 1997

**3. G. N. No. S 447/1998 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 1998**

Date of commencement : 1 September 1998

**4. 2000 Revised Edition — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification**

Date of operation : 30 April 2000

**5. G. N. No. S 741/2004 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2004**

Date of commencement : 1 January 2005

**6. G. N. No. S 575/2005 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2005**

Date of commencement : 1 October 2005

**7. G. N. No. S 113/2006 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2006**

Date of commencement : 1 March 2006

**8. G. N. No. S 316/2007 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2007**

Date of commencement : 1 July 2007

**9. G. N. No. S 523/2007 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2007**

Date of commencement : 1 October 2007

**10. G. N. No. S 134/2009 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2009**

Date of commencement : 1 April 2009

**11. G. N. No. S 404/2009 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2009**

Date of commencement : 1 September 2009

**12. G. N. No. S 662/2009 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 3) Notification 2009**

Date of commencement : 1 January 2010

**13. G. N. No. S 168/2010 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2010**

Date of commencement : 1 April 2010

**14. G. N. No. S 728/2010 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2010**

Date of commencement : 1 December 2010

**15. G. N. No. S 680/2011 — Maritime and Port of Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2011**

Date of commencement : 1 January 2012