

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 —

“day” means a continuous period of 24 hours;

*[S 392/2013 wef 01/07/2013]*

“fees” excludes fees payable in respect of the issue or renewal of a licence or permit;

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

*[S 392/2013 wef 01/07/2013]*

“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;

[Deleted by S 392/2013 wef 01/07/2013]

“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;

[Deleted by S 392/2013 wef 01/07/2013]

[Deleted by S 392/2013 wef 01/07/2013]

“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 392/2013 wef 01/07/2013]

“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 calendar days from the date they are levied.

[S 392/2013 wef 01/07/2013]

(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 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) or (ba), 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
(vi) more than 30 days	\$128.50 and —
	(i) an additional \$6 per day or part thereof after the first 30 days; and

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- (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.

[S 846/2013 wef 01/01/2014]

(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.

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

- (i) a rebate of 50% on all port dues that may be payable under sub-paragraph (a)(i) in respect of the vessel for the period starting immediately after the relevant time and ending on the last day of the current year; or

- (ii) subject to sub-paragraph (1A), if the owner, agent or master opts to pay port dues under paragraph 2(1)(b)(ii) in respect of the vessel for the calendar year following the current year, a rebate of 100% on all port dues that may be payable under sub-paragraph (a)(i) in respect of the vessel for the period starting on the date in the current year on which the Authority bills the owner, agent or master for the port dues payable under paragraph 2(1)(b)(ii) and ending on the last day of the current year.

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(bb) For the purposes of calculating the cumulative port dues under sub-paragraph (ba) —

THE SCHEDULE — *continued*

- (i) in the case of a vessel which is arrested and which stay in port exceeds 5 days, no account shall be taken of all the port dues incurred in respect of the vessel for that occasion; and
- (ii) in the case of a vessel which is arrested and which stay in port does not exceed 5 days, no account shall be taken of the port dues incurred in respect of the vessel for that occasion for the period that the vessel was under arrest.

*[S 846/2013 wef 01/01/2014]*

- (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
(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

THE SCHEDULE — *continued*

day or part thereof for every subsequent period of 10 days or part thereof.

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

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

[S 846/2013 wef 01/01/2014]

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

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

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

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THE SCHEDULE — *continued*

(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;

THE SCHEDULE — *continued*

- (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).

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

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

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

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

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
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THE SCHEDULE — *continued*

(i) for any period after the first 5 days \$0.25 for each day or part thereof; or

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

<i>Period of stay in port</i>	<i>Additional port dues payable per 100 GT or part thereof</i>
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(i) for the 6th to 90th day \$0.50 for each day or part thereof

(ii) for any period after the first 90 days \$1 for each day or part thereof.

[S 846/2013 wef 01/01/2014]

(6) [Deleted by S 846/2013 wef 01/01/2014]

(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 in respect of the vessel for the period after the vessel is released from arrest shall be computed in accordance with paragraph 1 or 2, but in calculating the time of the vessel's stay in port, the period during which the vessel was under arrest shall be disregarded.

[S 846/2013 wef 01/01/2014]

THE SCHEDULE — *continued*

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

THE SCHEDULE — *continued*

(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 — (i) not mechanically propelled; and (ii) licensed to carry goods	\$19 per 10 GT or part thereof
(b) For a Class I harbour craft that is — (i) not mechanically propelled; and (ii) licensed to carry not more than 12 passengers	\$19 per 10 GT or part thereof
(c) For a Class II harbour craft that is — (i) mechanically propelled; and (ii) licensed to carry goods	\$27 per 10 GT or part thereof
(d) For a Class II harbour craft that is — (i) mechanically propelled; and (ii) licensed to carry not more than 12 passengers	\$27 per 10 GT or part thereof
(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	\$100 per 10 GT or part thereof

THE SCHEDULE — *continued*

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)

- (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%

THE SCHEDULE — *continued*

(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%
(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

THE SCHEDULE — *continued*

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:

THE SCHEDULE — *continued*

	<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
(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.

THE SCHEDULE — *continued*

(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

THE SCHEDULE — *continued*

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

- (a) an amount equal to the tax payable under the Statutory Boards (Taxable Services) Order (Cap. 318, O 1) by the Authority for the supply of that volume of water by the Public Utilities Board; and
- (b) an amount equal to the waterborne tax payable under section 20(4) of the Public Utilities Act (Cap. 261) by the Authority for the supply of

THE SCHEDULE — *continued*

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

*[S 846/2013 wef 01/01/2014]*

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

*[S 846/2013 wef 01/01/2014]*

(7) *[Deleted by S 846/2013 wef 01/01/2014]*

**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

THE SCHEDULE — *continued*

(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 person referred to in sub-paragraph (1) shall also pay, for the volume of water supplied to the vessel —

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

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

*[S 846/2013 wef 01/01/2014]*

(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) *[Deleted by S 846/2013 wef 01/01/2014]*

(6) *[Deleted by S 846/2013 wef 01/01/2014]*

(7) *[Deleted by S 846/2013 wef 01/01/2014]*

(8) *[Deleted by S 846/2013 wef 01/01/2014]*

### **Charges for oil spill response and anti-pollution services**

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

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

<i>Charges per hour or part thereof from the time the vessel is mobilised to the time it is no longer required, is</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>
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THE SCHEDULE — *continued*

		<i>demobilised and is ready for re-hire</i>
(i) a launch	\$235.40 (inclusive of GST of \$15.40)	\$1,819 (inclusive of GST of \$119)
(ii) a workboat or hydrographic craft used as a command craft	\$588.50 (inclusive of GST of \$38.50)	\$5,350 (inclusive of GST of \$350)
(iii) a garbage collection craft used as an anti-oil pollution craft	\$278.20 (inclusive of GST of \$18.20)	\$2,193.50 (inclusive of GST of \$143.50)
(b) for the use of oil spill response equipment as follows:		
	<i>Rate per calendar day or part thereof</i>	<i>Standby rate per calendar day or part thereof, for the period that the equipment is on standby at a forward storage area or base or in transit</i>
(i) 100 m <sup>3</sup> inflatable oil storage barge	\$9,630 (inclusive of GST of \$630)	\$4,815 (inclusive of GST of \$315)
(ii) 45-tonne/hour oil skimmer	\$1,712 (inclusive of GST of \$112)	\$856 (inclusive of GST of \$56)
(iii) 30-tonne/hour vacuum skimmer	\$695.50 (inclusive of GST of \$45.50)	\$347.75 (inclusive of GST of \$22.75)
(iv) 12-metre dispersant spray system	\$321 (inclusive of GST of \$21)	\$160.50 (inclusive of GST of \$10.50)

THE SCHEDULE — *continued*

(v) a dispersant eductor	\$160.50 (inclusive of GST of \$10.50)	\$80.25 (inclusive of GST of \$5.25).
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(2) Where the oil spill response or anti-pollution services are provided by the Authority by an operator or equipment owner engaged by the Authority, the charges payable shall be as follows:

	<i>Charges per hour or part thereof from the time the vessel is mobilised to the time it is no longer required, is demobilised and is ready for re-hire</i>	<i>Charges per calendar day for usage of services exceeding 8 hours in a calendar day</i>
(a) for the deployment of an oil spill response craft or tug as follows:		
(i) a craft or tug of 500 BHP	\$470.80 (inclusive of GST of \$30.80)	\$3,745 (inclusive of GST of \$245)
(ii) a craft or tug of 549 BHP	\$513.60 (inclusive of GST of \$33.60)	\$4,066 (inclusive of GST of \$266)
(iii) a craft or tug of 642 BHP	\$567.10 (inclusive of GST of \$37.10)	\$4,494 (inclusive of GST of \$294)
(iv) a craft or tug of 650 BHP	\$1,003.66 (inclusive of GST of \$65.66)	\$8,025 (inclusive of GST of \$525)
(v) a craft or tug of 750 BHP	\$631.30 (inclusive of GST of \$41.30)	\$5,029 (inclusive of GST of \$329)
(vi) a craft or tug of 859 BHP	\$695.50 (inclusive of GST of \$45.50)	\$5,564 (inclusive of GST of \$364)

THE SCHEDULE — *continued*

(vii) a craft or tug of 2,000 BHP	\$1,433.80	\$11,449
	(inclusive of GST of \$93.80)	(inclusive of GST of \$749)

(b) for any other oil spill response or anti-pollution service not covered under sub-paragraph (a), an amount computed according to the applicable rates set out in the Schedule to the Memorandum of Understanding entered into between the Authority and the International Tanker Owners Pollution Federation Limited (ITOPF) on 10th April 2013, and any renewal or extension thereof, which document may be updated from time to time, and is made available on the Internet through the official website of the Authority at <http://www.mpa.gov.sg>.

(c) notwithstanding sub-paragraph (a) or (b), such costs as the Authority may actually incur to secure the provision by any operator or equipment owner of any oil spill response or anti-pollution service.

(d) in addition to the charges in sub-paragraphs (a) and (b), charges for demobilisation, and for fuel, water and lubricants consumed, at the cost actually incurred by the Authority.

(3) In addition to the charges referred to in sub-paragraphs (1) and (2), the following charges are also payable for oil spill response and anti-pollution services provided by the Authority under sub-paragraphs (1) and (2):

(a) manpower charges, as may be determined by the Authority, of between \$53.50 (inclusive of GST of \$3.50) and \$321 (inclusive of GST of \$21) per hour or part thereof, according to the seniority of the officer deployed;

(b) dispersants to be charged at cost, with additional charges for the storage and handling thereof; and

(c) an administrative charge at 10% of the total charges payable to the Authority, for total charges up to \$1.07 million (inclusive of GST), or 6% of the total charges payable to the Authority, for total charges exceeding \$1.07 million (inclusive of GST).

[S 846/2013 wef 01/01/2014]

THE SCHEDULE — *continued*

## 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.

THE SCHEDULE — *continued*

(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

THE SCHEDULE — *continued*

(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.

THE SCHEDULE — *continued*

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

THE SCHEDULE — *continued*

(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.

*[S 392/2013 wef 01/07/2013]*

## Part VIII

*[Deleted by S 846/2013 wef 01/01/2014]*

*[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

**16. G. N. No. S 279/2012 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2012**

Date of commencement : 1 July 2012

**17. G. N. No. S 392/2013 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2013**

Date of commencement : 1 July 2013

**18. G. N. No. S 846/2013 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2013**

Date of commencement : 1 January 2014