

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

1. Citation
  2. Definitions
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  4. Rebates and concessions
  5. Interest
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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 —

“block period” means a period of 10 days or part thereof;

*[S 440/2018 wef 01/07/2018]*

“container ship” means a vessel that is constructed or adapted to carry cargo stored in containers;

*[S 431/2014 wef 01/07/2014]*

“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) *[Deleted by S 226/2014 wef 01/04/2014]*

(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 by such date as may be specified by the Authority.

[S 159/2017 wef 07/04/2017]

(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 (aa), (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) the port dues payable for any period of stay up to 60 days is the amount worked out using the rate set out in the second column of the following table opposite the number of days of stay by the vessel, for every 100 GT or part thereof of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
1	\$7.50

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
2	\$8
3	\$8.50
4	\$9
5	\$9.50
6	\$14
7	\$17
8	\$20
9	\$23
10	\$26
11	\$30.50
12	\$35
13	\$39.50
14	\$44
15	\$48.50
16	\$53.50
17	\$58.50
18	\$63.50
19	\$68.50
20	\$73.50
21	\$79
22	\$84.50
23	\$90
24	\$95.50
25	\$101
26	\$106.50
27	\$112

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
28	\$117.50
29	\$123
30	\$128.50
31	\$140
32	\$151.50
33	\$163
34	\$174.50
35	\$186
36	\$197.50
37	\$209
38	\$220.50
39	\$232
40	\$243.50
41	\$261
42	\$278.50
43	\$296
44	\$313.50
45	\$331
46	\$348.50
47	\$366
48	\$383.50
49	\$401
50	\$418.50
51	\$442
52	\$465.50
53	\$489

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
54	\$512.50
55	\$536
56	\$559.50
57	\$583
58	\$606.50
59	\$630
60	\$653.50 ; and

(ii) the port dues payable for any period of stay of more than 60 days is the amount calculated in accordance with the formula  $\$653.50 + A$ , where A is the total amount worked out using the applicable daily rate set out in the second column of the following table opposite the block period corresponding to the period of stay by the vessel, for every 100 GT or part thereof of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Daily rate for every 100 GT or part thereof</i>
within the first block period starting on the 61st day	\$29.50 for each day or part thereof in this block period
within the next block period starting on the 71st day (called the second block period)	\$35.50 for each day or part thereof in this block period
within the next block period starting on the 81st day (called the third block period)	\$41.50 for each day or part thereof in this block period
within the next block period starting on the 91st day (called the fourth block period)	\$47.50 for each day or part thereof in this block period
within each successive block period starting on the 101st day	for each day or part thereof in such a block period, \$47.50 plus an amount calculated by multiplying 6 by the

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Daily rate for every 100 GT or part thereof</i>
	ordinal number of the block period after the fourth block period.

*[S 440/2018 wef 01/07/2018]*

- (aa) 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 of not more than 5 days.

*[S 431/2014 wef 01/07/2014]*

- (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



THE SCHEDULE — *continued*

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.

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

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

- (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]*

(bc) The cumulative port dues referred to in sub-paragraph (ba) are to be calculated without regard to any rebate that may be granted.

*[S 431/2014 wef 01/07/2014]*

(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) the port dues payable for any period of stay up to 60 days is the amount worked out using the rate set out in the second column of the following table opposite the number of days of stay by the vessel, for every 100 GT or part thereof of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
1	\$1
2	\$4.40
3	\$8.50
4	\$9
5	\$9.50
6	\$14
7	\$17

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
8	\$20
9	\$23
10	\$26
11	\$30.50
12	\$35
13	\$39.50
14	\$44
15	\$48.50
16	\$53.50
17	\$58.50
18	\$63.50
19	\$68.50
20	\$73.50
21	\$79
22	\$84.50
23	\$90
24	\$95.50
25	\$101
26	\$106.50
27	\$112
28	\$117.50
29	\$123
30	\$128.50
31	\$140
32	\$151.50
33	\$163

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
34	\$174.50
35	\$186
36	\$197.50
37	\$209
38	\$220.50
39	\$232
40	\$243.50
41	\$261
42	\$278.50
43	\$296
44	\$313.50
45	\$331
46	\$348.50
47	\$366
48	\$383.50
49	\$401
50	\$418.50
51	\$442
52	\$465.50
53	\$489
54	\$512.50
55	\$536
56	\$559.50
57	\$583
58	\$606.50
59	\$630

THE SCHEDULE — *continued*

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Rate for every 100 GT or part thereof (per occasion)</i>
60	\$653.50 ; and

- (ii) the port dues payable for any period of stay of more than 60 days is the amount calculated in accordance with the formula  $\$653.50 + B$ , where B is the total amount worked out using the applicable daily rate set out in the second column of the following table opposite the block period corresponding to the period of stay by the vessel, for every 100 GT or part thereof of the vessel:

<i>First column</i>	<i>Second column</i>
<i>Length of stay in port in days (rounded up to a whole day)</i>	<i>Daily rate for every 100 GT or part thereof</i>
within the first block period starting on the 61st day	\$29.50 for each day or part thereof in this block period
within the next block period starting on the 71st day (called the second block period)	\$35.50 for each day or part thereof in this block period
within the next block period starting on the 81st day (called the third block period)	\$41.50 for each day or part thereof in this block period
within the next block period starting on the 91st day (called the fourth block period)	\$47.50 for each day or part thereof in this block period
within each successive block period starting on the 101st day	for each day or part thereof in such block period, \$47.50 plus an amount calculated by multiplying 6 by the ordinal number of the block period after the fourth block period.

[S 440/2018 wef 01/07/2018]

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

THE SCHEDULE — *continued*

<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

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

(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).

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

(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);

THE SCHEDULE — *continued*

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

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

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

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

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

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

THE SCHEDULE — *continued*

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

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

(5) Where the owner, agent or master of a vessel pays port dues for a 6-month period or a 12-month period under sub-paragraph (1)(b) and the vessel in respect of which the port dues are paid stays in the port for more than 5 days on any occasion (regardless of the purposes or number of purposes for which the vessel stays in port), the owner, agent or master of the vessel must, in addition to the port dues paid under sub-paragraph (1)(b), pay the following port dues in respect of that vessel in accordance with the formula  $C = D - E$ , where —

- (a) C is the additional port dues payable;
- (b) D is the port dues that would have been payable under paragraph 1 for the entire period of stay on that occasion if the owner, agent or master of the vessel had not opted to pay the port dues set out in sub-paragraph (1)(b); and
- (c) E is the port dues that would have been payable under paragraph 1 for the first 5 days of stay on that occasion if the owner, agent or master of the vessel had not opted to pay the port dues set out in sub-paragraph (1)(b).

*[S 440/2018 wef 01/07/2018]*

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

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

3.—(1) Despite paragraphs 1 and 2, if a vessel (other than a vessel referred to in paragraph 1(1)(d) or (e), or in paragraph 2(1)(b) and which carries out any purpose under paragraph 1(1)(d) or (e)) is arrested under the provisions of any written law, the port dues payable by the owner, agent or master of the vessel for the period of the vessel's arrest are as follows:

- (a) if the vessel is arrested within the first 30 days of the vessel's stay in port —
  - (i) from the day of arrest to the vessel's 30th day of stay in port, the port dues payable as set out in the second column of the table in

THE SCHEDULE — *continued*

- paragraph 1(1)(a)(i) or (c)(i), or as determined under paragraph 2(5), as the case may be; and
- (ii) after the vessel's 30th day of stay in port, \$11.50 per 100 GT or part thereof for each day or part thereof that the vessel remains under arrest;
- (b) if the vessel is arrested after the first 30 days of the vessel's stay in port, the following daily port dues rates (for every 100 GT or part thereof) applies for each day or part thereof that the vessel remains under arrest:
- (i) \$11.50 — if the vessel is arrested on a day falling within the 31st day to the 40th day of stay in port;
  - (ii) \$17.50 — if the vessel is arrested on a day falling within the 41st day to the 50th day of stay in port;
  - (iii) \$23.50 — if the vessel is arrested on a day falling within the 51st day to the 60th day of stay in port;
  - (iv) \$29.50 — if the vessel is arrested on a day falling within the 61st day to the 70th day of stay in port (called the first block period);
  - (v) \$35.50 — if the vessel is arrested on a day falling within the 71st day to the 80th day of stay in port (called the second block period);
  - (vi) \$41.50 — if the vessel is arrested on a day falling within the 81st day to the 90th day of stay in port (called the third block period);
  - (vii) \$47.50 — if the vessel is arrested on a day falling within the 91st day to the 100th day of stay in port (called the fourth block period);
  - (viii) \$47.50 plus an amount calculated by multiplying 6 by the ordinal number of the block period after the fourth block period — if the vessel is arrested on a day on or after the 101st day of stay in port.

[S 440/2018 wef 01/07/2018]

(1A) To avoid doubt, if a vessel referred to in paragraph 1(1)(d) or (e), or in paragraph 2(1)(b) and which carries out any purpose under paragraph 1(1)(d) or (e), is arrested under the provisions of any written law, the port dues payable by the owner, agent or master of the vessel for the period of the vessel's arrest are as set



THE SCHEDULE — *continued*

out in paragraph 1(1)(d) or (e), or as determined under paragraph 2(5), as the case may be.

*[S 440/2018 wef 01/07/2018]*

(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]*

**Port dues payable in respect of pleasure craft and harbour craft**

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

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

THE SCHEDULE — *continued*

- (e) For a Class IV pleasure craft licensed for commercial use that — \$60 per passenger seat subject to a minimum charge of \$1,200.
- (i) is mechanically propelled; and
  - (ii) has a carrying capacity of more than 12 passengers

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

<i>Type of harbour craft</i>	<i>Port dues payable per year or part thereof</i>
(a) For a Class I harbour craft that is —	\$19 per 10 GT or part thereof
(i) not mechanically propelled; and	
(ii) licensed to carry goods	
(b) For a Class I harbour craft that is —	\$19 per 10 GT or part thereof
(i) not mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	
(c) For a Class II harbour craft that is —	\$27 per 10 GT or part thereof
(i) mechanically propelled; and	
(ii) licensed to carry goods	
(d) For a Class II harbour craft that is —	\$27 per 10 GT or part thereof
(i) mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	
(e) For a Class III harbour craft licensed to carry more than 12 passengers	\$60 per passenger seat subject to a minimum charge of \$1,200

THE SCHEDULE — *continued*

- |   |                                  |
|---|----------------------------------|
| (f) For a Class IV harbour craft used for purposes other than those specified in sub-paragraph (a), (b), (c), (d) or (e) (including a harbour craft used as a tug, dredger, a floating crane or used for the purposes of salvage, engineering or reclamation works) | \$100 per 10 GT or part thereof  |
| (g) For a harbour craft used as a bunker barge or as a tanker   | \$100 per 10 GT or part thereof. |

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

(4) Where a harbour craft used as a bunker barge or tanker is not more than 5 years of age on 1 January 2018 and is double-hulled, a 50% rebate of the port dues payable under sub-paragraph (2)(g) is to be given until the harbour craft is 5 years of age, if the owner, agent or master of the harbour craft complies with such conditions as the Authority may impose.

*[S 690/2017 wef 01/01/2018]*

(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

THE SCHEDULE — *continued*

(c) the operator of the facility.

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

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

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

**Supply of water from privately-operated wharves or shipyards**

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

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

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

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

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



THE SCHEDULE — *continued*

- (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 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

THE SCHEDULE — *continued*

(e) 201 — 250	\$15
(f) 251 — 300	\$16
(g) 301 — 350	\$18
(h) 351 — 400	\$19
(i) Exceeding 400	\$23

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

(3) In addition to the charges payable specified in sub-paragraph (2)(a) to (i), the 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>Where vessel is deployed for 8 hours or less in a calendar day, charges per hour or part of an hour starting at the</i>	<i>Where vessel is deployed for more than 8 hours in a calendar day, charges for that calendar day,</i>	<i>Charges per calendar day or part of a calendar day, for any period that the vessel is in the process of</i>
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THE SCHEDULE — *continued*

	<i>time the vessel is activated to the time it is instructed to be deactivated, including any period during which the vessel is —</i>	<i>including any period during which the vessel is —</i>	<i>demobilisation, including any time taken to carry out any cleaning, repair or other work required to restore the vessel to the condition that it was in at the time of its activation</i>
	<i>(i) awaiting instructions at a forward storage area or base; or</i>	<i>(i) awaiting instructions at a forward storage area or base; or</i>	
	<i>(ii) in transit</i>	<i>(ii) in transit</i>	
(i) a launch, inclusive of bunkers and minimum manning	\$267.50 (inclusive of GST of \$17.50)	\$2,140 (inclusive of GST of \$140)	\$1,605 (inclusive of GST of \$105)
(ii) a workboat or hydrographic craft used as a command craft, inclusive of bunkers and minimum manning	\$588.50 (inclusive of GST of \$38.50)	\$4,708 (inclusive of GST of \$308)	\$3,531 (inclusive of GST of \$231)
(iii) an unmanned workboat or hydrographic craft used as a command craft, inclusive of bunkers	Not applicable	Not applicable	\$2,354 (inclusive of GST of \$154)
(iv) a garbage collection craft used as an anti-oil pollution craft, inclusive of bunkers and minimum manning	\$278.20 (inclusive of GST of \$18.20)	\$2,225.60 (inclusive of GST of \$145.60)	\$1,669.20 (inclusive of GST of \$109.20)
(b) for any other oil spill response or anti-pollution service not mentioned in sub-paragraph (a) — the costs actually incurred by the Authority to provide the oil spill response or anti-pollution service;			

THE SCHEDULE — *continued*

- (c) in addition to the charges in sub-paragraphs (a) and (b), the costs actually incurred by the Authority —
- (i) for the demobilisation of a deployed vessel, including any charges for carrying out any repair, cleaning or other work required to restore the vessel to the condition that it was in at the time of its activation;
  - (ii) for hiring a replacement vessel for the duration of the demobilisation of a deployed vessel; and
  - (iii) for fuel, water and lubricants consumed.
- (2) The charges for oil spill response and anti-pollution services provided by the Authority through an operator or equipment owner engaged by the Authority are as follows:
- (a) for the deployment of any vessel or equipment listed in the MPA-ITOPF MOU — an amount computed according to the rates set out in the Schedule to the MPA-ITOPF MOU;
  - (b) for any other oil spill response or anti-pollution service not mentioned in sub-paragraph (a) — the costs actually incurred by the Authority to secure the provision by any operator or equipment owner of the oil spill response or anti-pollution service;
  - (c) in addition to the charges in sub-paragraphs (a) and (b), the costs actually incurred by the Authority —
    - (i) for the demobilisation of a deployed vessel, including any charges for carrying out any repair, cleaning or other work required to restore the vessel to the condition that it was in at the time of its activation;
    - (ii) for hiring a replacement vessel for the duration of the demobilisation of a deployed vessel; and
    - (iii) for fuel, water and lubricants consumed.
- (3) In addition to the charges mentioned 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 follows:
 

(i) for a member of the Authority's senior management	Hourly rate of between \$203.30 (inclusive of GST of \$13.30) and \$321 (inclusive of GST of \$21), as the Authority may determine
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THE SCHEDULE — *continued*

- based on the seniority of the person deployed or involved (pro-rated on a per minute basis)
- (ii) for a senior officer employed by the Authority      Hourly rate of between \$90.95 (inclusive of GST of \$5.95) and \$149.80 (inclusive of GST of \$9.80), as the Authority may determine based on the seniority of the senior officer deployed or involved (pro-rated on a per minute basis)
- (iii) for a junior officer employed by the Authority      Hourly rate of between \$48.15 (inclusive of GST of \$3.15) and \$69.55 (inclusive of GST of \$4.55), as the Authority may determine based on the seniority of the junior officer deployed or involved (pro-rated on a per minute basis)
- (iv) for a person employed or engaged by the Authority on a contract or temporary basis      The costs actually incurred by the Authority
- (b) dispersants to be charged at cost, with additional charges for storage and handling of the dispersants;
- (c) an administrative charge of —
- (i) where the total charges under sub-paragraphs (1) and (3)(a) and (b) payable to the Authority (called in this sub-paragraph the total charges) do not exceed \$1.07 million (inclusive of GST) — 10% of the total charges; or
- (ii) where the total charges exceed \$1.07 million (inclusive of GST) — \$107,000 plus 6% of the amount by which the total charges exceed \$1.07 million (inclusive of GST).

(4) In this paragraph, “MPA-ITOPF MOU” means the memorandum of understanding entered into between the Authority and ITOPF Ltd on 24 October 2020 (including any renewal, extension or update of that memorandum of understanding from time to time), and which is available on the website of the Authority at <http://www.mpa.gov.sg>.

[S 903/2020 wef 24/10/2020]

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:

*Payable by Singapore  
citizens and permanent  
residents*

*Payable by  
foreigners*



THE SCHEDULE — *continued*

(a) Theory Examination (written)	\$20	\$40
(b) Theory Examination (oral)	\$50	\$100.

Part VI

[Deleted by S 226/2014 wef 01/04/2014]

PART VII

**Maritime welfare fees**

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

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

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

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

THE SCHEDULE — *continued*

**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

**19. G. N. No. S 226/2014 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2014**

Date of commencement : 1 April 2014

**20. G. N. No. S 431/2014 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2014**

Date of commencement : 1 July 2014

**21. G.N. No. S 159/2017 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2017**

Date of commencement : 7 April 2017

**22. G.N. No. S 474/2017 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2017**

Date of commencement : 1 September 2017

**23. G.N. No. S 690/2017 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 3) Notification 2017**

Date of commencement : 1 January 2018

**24. G.N. No. S 440/2018 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2018**

Date of commencement : 1 July 2018

**25. G.N. No. S 903/2020 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2020**

Date of commencement : 24 October 2020