

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
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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;

“FSRU” means a floating storage regassification unit used for the regassification or storage of LNG, or both;

[S 543/2021 wef 23/07/2021]

“FSU” means a floating storage unit used for the storage of LNG;

[S 543/2021 wef 23/07/2021]

“GST” means the goods and services tax chargeable under the Goods and Services Tax Act 1993;

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

[S 1010/2022 wef 31/12/2021]

“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;

“LNG” means liquefied natural gas;

[S 543/2021 wef 23/07/2021]

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

[Deleted by S 957/2021 wef 01/01/2022]

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

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

[S 957/2021 wef 01/01/2022]

[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);

[Deleted by S 957/2021 wef 01/01/2022]

[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 12 of the Act;

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

[S 1010/2022 wef 31/12/2021]

“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 set out in Part II of the Schedule are payable to the Authority (unless otherwise stated in that Part), by the persons stated in that Part as being liable to pay the same.

[S 223/2024 wef 01/04/2024]

(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.

(9) Where GST is chargeable in respect of any matter specified in this Notification, GST is calculated based on the rate in force at the time the matter is supplied.

[S 1010/2022 wef 01/01/2023]

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, docking, outfitting, maintenance, building or conversion works, laid-up or awaiting work, may be granted only to a person who has a credit account with the Authority.

[S 957/2021 wef 01/01/2022]

4A. *[Deleted by S 861/2023 wef 01/01/2024]*

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

- (a) Subject to sub-paragraph (b), for any vessel that is not a vessel mentioned in sub-paragraph (c), (d) or (e), and is loading or discharging goods, embarking or disembarking passengers or

THE SCHEDULE — *continued*

undertaking any other afloat activity (including repairs) (called in this paragraph a Category 1 purpose) —

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Rate for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
1	\$8
2	\$8.50
3	\$9
4	\$9.50
5	\$12.50
6	\$15.50
7	\$18.50
8	\$21.50
9	\$24.50
10	\$27.50

; and

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

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

THE SCHEDULE — *continued*

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Daily rate</i>
for the first block period starting on the 11th day	\$6 for each day or part of each day in this block period
for the next block period starting on the 21st day (called the second block period)	\$12 for each day or part of each day in this block period
for the next block period starting on the 31st day (called the third block period)	\$18 for each day or part of each day in this block period
for the next block period starting on the 41st day (called the fourth block period)	\$24 for each day or part of each day in this block period
for each successive block period starting on the 51st day	An amount computed by multiplying \$6 by the ordinal number of the block period, for each day or part of each day in that block period.

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

<i>First column</i>	<i>Second column</i>
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THE SCHEDULE — *continued*

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

; and

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

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

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in days (rounded up to a</i>	<i>Daily rate</i>

THE SCHEDULE — *continued**whole day) for a
Category 2 purpose*

for the first block period starting on the 11th day	\$6 for each day or part of each day in this block period
for the next block period starting on the 21st day (called the second block period)	\$12 for each day or part of each day in this block period
for the next block period starting on the 31st day (called the third block period)	\$18 for each day or part of each day in this block period
for the next block period starting on the 41st day (called the fourth block period)	\$24 for each day or part of each day in this block period
for each successive block period starting on the 51st day	An amount computed by multiplying \$6 by the ordinal number of the block period, for each day or part of each day in that block period.

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

*Length of stay of
vessel at specified
shipyard for a
Category 3 purpose**Port dues payable
for every 100 GT
of the vessel or part
of every 100 GT of
the vessel
(per occasion)*

- | | |
|--------------------------|------------------------------------------------------------------------------------------------------|
| (i) not exceeding 4 days | \$4 |
| (ii) exceeding 4 days | \$4 for the first 4 days and an additional \$0.25 for each day or part of each day after the 4th day |

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

THE SCHEDULE — *continued*

<i>Length of stay of vessel at specified offshore marine location or specified anchorage for any offshore support activity</i>	<i>Port dues payable for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
(i) not exceeding 4 days	\$4
(ii) exceeding 4 days	
(A) for the first 4 days	\$4
(B) for each day or part of each day after the 4th day up to (and including) the 90th day	\$0.50
(C) for each day or part of each day after the 90th day	\$1
 (2) The application of sub-paragraph (1) is subject to the following:	
(a) where a vessel only stays at one or more specified shipyards (that are not mixed-use locations) during its stay in port for any Category 1 purpose and Category 3 purpose, whether or not any Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:	
(i) for the first day of its stay in port — \$8 for every 100 GT of the vessel or part of every 100 GT of the vessel;	
<i>[S 1010/2022 wef 01/01/2023]</i>	
(ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;	
(b) where a vessel only stays at one or more specified shipyards (that are not mixed-use locations) during its stay in port for any Category 2 purpose and Category 3 purpose, without any Category 1 purpose being carried out — the port dues payable is the sum of the following amounts:	

THE SCHEDULE — *continued*

- (i) for the first day of its stay in port — \$2 for every 100 GT of the vessel or part of every 100 GT of the vessel;
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 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (c) where an approved OSV only stays at one or more specified offshore marine locations or specified anchorages (whether or not they are mixed-use locations) during its stay in port for any Category 1 purpose (but not loading or discharging goods) and offshore support activity, whether or not any Category 2 purpose or Category 3 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$8 for every 100 GT of the vessel or part of every 100 GT of the vessel;
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 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (d) where an approved OSV only stays at one or more specified offshore marine locations or specified anchorages (whether or not they are mixed-use locations) during its stay in port for any Category 2 purpose and offshore support activity, without any Category 1 purpose being carried out and whether or not any Category 3 purpose is carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$2 for every 100 GT of the vessel or part of every 100 GT of the vessel;
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 - (ii) for the remaining days of its stay in port — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;
- (e) where an approved OSV only stays at one or more mixed-use locations during its stay in port for any loading or discharge of goods, Category 3 purpose and offshore support activity, whether or not any Category 2

THE SCHEDULE — *continued*

purpose is carried out — the port dues payable is the sum of the following amounts:

- (i) for the first day of its stay in port — \$8 for every 100 GT of the vessel or part of every 100 GT of the vessel;

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- (ii) for the remaining days of its stay in port — an amount computed in accordance with the port dues set out in sub-paragraph (1)(d), except that the first day of its stay in port is disregarded in determining the period of its stay;

- (f) where an approved OSV only stays at one or more mixed-use locations during its stay in port, and carries out any Category 2 purpose, Category 3 purpose and offshore support activity, without any Category 1 purpose being carried out — the port dues payable is the sum of the following amounts:

- (i) for the first day of its stay in port — \$2 for every 100 GT of the vessel or part of every 100 GT of the vessel;

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- (ii) for the remaining days of its stay in port — an amount computed in accordance with the port dues set out in sub-paragraph (1)(e), except that the first day of its stay in port is disregarded in determining the period of its stay;

- (g) where an approved OSV stays at one or more mixed-use locations and carries out any Category 3 purpose and offshore support activity, whether or not any Category 2 purpose is carried out — the port dues payable in respect of its stay at that location is determined in accordance with the following:

- (i) if the vessel loads or discharges goods at any location during its stay in port — the rates set out in sub-paragraph (1)(d);

- (ii) if the vessel does not load or discharge any goods at any location during its stay in port — the rates set out in sub-paragraph (1)(e);

- (h) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, with any Category 1 purpose (but not loading or discharging goods) also being carried out and whether or not any Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:

THE SCHEDULE — *continued*

- (i) for the first day of its stay in port — \$8 for every 100 GT of the vessel or part of every 100 GT of the vessel;
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 - (ii) for the duration of its stay at the specified shipyards that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);
 - (iii) for the remaining duration of its stay in port at the specified offshore marine locations or specified anchorages, whether or not they are mixed-use locations — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay at the specified offshore marine locations or specified anchorages is disregarded in determining the period of its stay at those locations;
- (i) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, with any Category 2 purpose (but not Category 1 purpose) also being carried out — the port dues payable is the sum of the following amounts:
- (i) for the first day of its stay in port — \$2 for every 100 GT of the vessel or part of every 100 GT of the vessel;
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 - (ii) for the duration of its stay at the specified shipyards that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);
 - (iii) for the remaining duration of its stay in port at the specified offshore marine locations or specified anchorages, whether or not they are mixed use locations — an amount computed in accordance with sub-paragraph (1)(e), except that the first day of its stay at the specified offshore marine locations or specified anchorages is disregarded in determining the period of its stay at those locations;
- (j) where an approved OSV only stays at one or more specified shipyards for any Category 3 purpose and one or more specified offshore marine locations or specified anchorages for any offshore support activity during its stay in port, and also loads or discharges goods at any of these locations, whether or not any other Category 1 purpose or Category 2 purpose is carried out — the port dues payable is the sum of the following amounts:

THE SCHEDULE — *continued*

- (i) for the duration of its stay at the specified offshore marine locations or specified anchorages that are not mixed-use locations — an amount computed in accordance with sub-paragraph (1)(a);
 - (ii) for the remaining duration of its stay in port at the specified shipyards, whether or not they are mixed-use locations — an amount computed in accordance with sub-paragraph (1)(d);
- (k) where a vessel undergoes any gas-free inspection at any location before it calls at a specified shipyard, it is treated as being in the specified shipyard for the purpose of determining the port dues payable for the period of its inspection, except that the period for that determination must not exceed one day.
- (3) Subject to sub-paragraph (4), for the purpose of computing the port dues payable in respect of any vessel for a purpose mentioned in sub-paragraph (1)(a), (c), (d) or (e), if a vessel stays in port on any occasion for a particular purpose over different periods, the different periods are to be aggregated and rounded up to the nearest day in determining the number of days during which the vessel stays in port for that purpose.
- (4) Where a vessel stays in port on any occasion for 2 or more purposes mentioned in sub-paragraph (1)(a), (c), (d) and (e) —
- (a) the total number of days for which port dues are liable to be paid by the owner, agent or master of the vessel under those provisions must not exceed the actual number of days (rounded up to the nearest day) of the vessel's stay in port on that occasion; and
 - (b) subject to sub-paragraph (a), the aggregation and rounding up to the nearest day to determine the number of days during which a vessel stays in port for a particular purpose and computing the corresponding port dues liable to be paid by the owner, agent or master of the vessel under sub-paragraph (3), are to be carried out in the following order:
 - (i) the port dues payable under sub-paragraph (1)(a), if any;
 - (ii) the port dues payable under sub-paragraph (1)(c), if any;
 - (iii) the port dues payable under sub-paragraph (1)(d), if any;
 - (iv) the port dues payable under sub-paragraph (1)(e), if any.
- (5) This paragraph does not apply to the owner, agent or master of —
- (a) a harbour craft licensed under regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (Rg 3);

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.

[S 957/2021 wef 01/01/2022]

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

THE SCHEDULE — *continued*

(c) before the departure of the vessel if the vessel departs within 7 days of arrival.

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

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

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

(5) Where the owner, agent or master of a vessel pays port dues for a 6-month period or a 12-month period under sub-paragraph (1)(b) and the vessel in respect of which the port dues are paid stays in the port for more than 4 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 4 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]

[S 957/2021 wef 01/01/2022]

(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 mentioned in paragraph 1(1)(d) or (e) or (2), 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 —

THE SCHEDULE — *continued*

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

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

[S 957/2021 wef 01/01/2022]

- (ii) after the vessel's 30th day of stay in port, \$18 per 100 GT or part thereof for each day or part thereof that the vessel remains under arrest;

[S 957/2021 wef 01/01/2022]

- (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) \$18 — if the vessel is arrested on a day falling within the 31st day to the 40th day of stay in port;

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- (ii) \$24 — if the vessel is arrested on a day falling within the 41st day to the 50th day of stay in port;

[S 957/2021 wef 01/01/2022]

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

[S 957/2021 wef 01/01/2022]

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

[S 957/2021 wef 01/01/2022]

- (v) [*Deleted by S 957/2021 wef 01/01/2022*]

- (vi) [*Deleted by S 957/2021 wef 01/01/2022*]

- (vii) [*Deleted by S 957/2021 wef 01/01/2022*]

THE SCHEDULE — *continued*

(viii) [*Deleted by S 957/2021 wef 01/01/2022*]

[[S 957/2021 wef 01/01/2022]

(1A) To avoid doubt, if a vessel mentioned in paragraph 1(1)(d) or (e) or (2), 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 out in paragraph 1(1)(d) or (e) (read subject to paragraph 1(2)), or as determined under paragraph 2(5), as the case may be.

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

[S 957/2021 wef 01/01/2022]

(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 must pay the port dues set out below:

<i>Type of pleasure craft</i>	<i>Port dues payable per year or part of a year (inclusive of GST)</i>
<p>(a) For a Class I pleasure craft that is —</p> <p style="padding-left: 20px;">(i) not more than 5 metres in length; and</p> <p style="padding-left: 20px;">(ii) not mechanically propelled;</p>	<p>\$5.45 per 10 GT or part of every 10 GT</p>
<p>(b) For a Class II pleasure craft that is —</p> <p style="padding-left: 20px;">(i) more than 5 metres in length; and</p> <p style="padding-left: 20px;">(ii) not mechanically propelled;</p>	<p>\$20.71 per 10 GT or part of every 10 GT</p>
<p>(c) For a Class III pleasure craft licensed for private use that is mechanically propelled</p>	<p>\$29.43 per 10 GT or part of every 10 GT</p>

THE SCHEDULE — *continued*

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|-----------------------------------------------------------------------|--------------------------------------------------------------------|
| (d) For a Class III pleasure craft licensed for commercial use that — | \$29.43 per 10 GT or part of every 10 GT |
| (i) is mechanically propelled; and | |
| (ii) has a carrying capacity of not more than 12 passengers; | |
| (e) For a Class IV pleasure craft licensed for commercial use that — | \$65.40 per passenger seat subject to a minimum charge of \$1,308. |
| (i) is mechanically propelled; and | |
| (ii) has a carrying capacity of more than 12 passengers | |

[S 861/2023 wef 01/01/2024]

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

<i>Type of harbour craft</i>	<i>Port dues payable per year or part of a year (inclusive of GST)</i>
(a) For a Class I harbour craft that is —	\$20.71 per 10 GT or part of every 10 GT
(i) not mechanically propelled; and	
(ii) licensed to carry goods	
(b) For a Class I harbour craft that is —	\$20.71 per 10 GT or part of every 10 GT
(i) not mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	
(c) For a Class II harbour craft that is —	\$29.43 per 10 GT or part of every 10 GT
(i) mechanically propelled; and	
(ii) licensed to carry goods	
(d) For a Class II harbour craft that is —	\$29.43 per 10 GT or part of every 10 GT
(i) mechanically propelled; and	
(ii) licensed to carry not more than 12 passengers	

THE SCHEDULE — *continued*

- | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| (e) For a Class III harbour craft licensed to carry more than 12 passengers | \$65.40 per passenger seat subject to a minimum charge of \$1,308 |
| (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, floating crane or used for the purposes of salvage, engineering or reclamation works) | \$109 per 10 GT or part of every 10 GT |
| (g) For a harbour craft used as a bunker barge or as a tanker | \$109 per 10 GT or part of every 10 GT. |

[S 861/2023 wef 01/01/2024]

(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>
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- | | |
|----------------------------|-----|
| (i) Not exceeding 17 years | 15% |
|----------------------------|-----|

THE SCHEDULE — *continued*

(ii)	Exceeding 17 years but not exceeding 18 years	30%
(iii)	Exceeding 18 years but not exceeding 19 years	45%
(iv)	Exceeding 19 years but not exceeding 20 years	60%
(v)	Exceeding 20 years but not exceeding 21 years	75%
(vi)	Exceeding 21 years but not exceeding 22 years	90%
(vii)	Exceeding 22 years but not exceeding 23 years	105%
(viii)	Exceeding 23 years but not exceeding 24 years	120%
(ix)	Exceeding 24 years but not exceeding 25 years	135%
(x)	Exceeding 25 years but not exceeding 26 years	150%
(xi)	Exceeding 26 years but not exceeding 27 years	165%
(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.

THE SCHEDULE — *continued*

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

PART II

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

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

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

(a) \$54.50 (inclusive of GST) for the first re-application for port clearance; and

[S 1010/2022 wef 01/01/2023]

[S 861/2023 wef 01/01/2024]

(b) \$109 (inclusive of GST) for any subsequent re-application for port clearance.

[S 1010/2022 wef 01/01/2023]

[S 861/2023 wef 01/01/2024]

(3) The owner, agent or master of a vessel who requests for an amendment to an application for port clearance must pay \$54.50 (inclusive of GST) for the first request, and \$109 (inclusive of GST) for every subsequent request, to amend the application for port clearance.

[S 1010/2022 wef 01/01/2023]

[S 861/2023 wef 01/01/2024]

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</i>
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THE SCHEDULE — *continued*

			<i>transferred between vessels</i>
On all goods, including general cargo	20 cents	20 cents	20 cents.

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

	<i>Per tonne of goods or part thereof transferred between vessels at wharf and going into facility</i>	<i>Per tonne of goods or part thereof discharged from vessel onto wharf and going into facility</i>	<i>Per tonne of goods or part thereof transferred between vessels at wharf and that have come out of facility</i>	<i>Per tonne of goods or part 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	20 cents	20 cents	Nil	Nil

THE SCHEDULE — *continued*

products, bunkers and
manufactured products)
for bulk liquid storage,
including blending

- (c) On all goods for power generation 10 cents 10 cents NA NA.

[S 543/2021 wef 23/07/2021]

(2A) No wharfage charge mentioned in sub-paragraph (2) is payable on any LNG discharged from or loaded on an FSU or FSRU approved by the Port Master to conduct such discharge or loading at a berth at a privately-operated wharf approved by the Port Master for such discharge or loading, for which charges are payable under paragraph 6A.

[S 543/2021 wef 23/07/2021]

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

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

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

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

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

Charges for LNG operations by approved FSU and FSRU at approved berth

6A.—(1) The charges payable on any LNG discharged from or loaded on an FSU or FSRU approved by the Port Master to conduct such discharge or loading at a berth (whether or not at a privately-operated wharf or a public terminal) approved by the Port Master for such discharge or loading are as follows:

*Per tonne of LNG or
part thereof discharged
from FSU or FSRU*

*Per tonne of LNG or
part thereof loaded on
FSU or FSRU*

THE SCHEDULE — *continued*

Nil

20 cents

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

(a) the owner or agent of the FSU or FSRU, as the case may be; or

(b) the operator of the approved berth mentioned in that sub-paragraph.

(3) In this paragraph, “public terminal” means any wharf operated under a public licence or an exemption granted by the Authority under Part 12 of the Act.

[S 543/2021 wef 23/07/2021]

[S 1010/2022 wef 31/12/2021]

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) The charges payable by the person mentioned in sub-paragraph (1) to the owner or occupier of a privately-operated wharf or shipyard for water supplied from the mains at the wharf or shipyard (as the case may be) to a vessel are as follows, subject to a minimum quantity of 20,000 litres per order:

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part of every 1,000 litres</i>
(a) 0 – 50	\$7.11
(b) 51 – 100	\$8.11
(c) 101 – 150	\$10.11
(d) 151 – 200	\$11.11
(e) 201 – 250	\$13.11
(f) 251 – 300	\$14.11

THE SCHEDULE — *continued*

(g) 301 – 350	\$16.11
(h) 351 – 400	\$17.11
(i) Exceeding 400	\$21.11.

[S 223/2024 wef 01/04/2024]

(3) Despite sub-paragraph (2), if the circumstances in sub-paragraph (3A) are satisfied, the charges payable are as follows, subject to a minimum quantity of 20,000 litres per order:

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part of every 1,000 litres (inclusive of GST)</i>
(a) 0 – 50	\$7.75
(b) 51 – 100	\$8.84
(c) 101 – 150	\$11.02
(d) 151 – 200	\$12.11
(e) 201 – 250	\$14.29
(f) 251 – 300	\$15.38
(g) 301 – 350	\$17.56
(h) 351 – 400	\$18.65
(i) Exceeding 400	\$23.01.

[S 223/2024 wef 01/04/2024]

(3A) The circumstances for the purposes of sub-paragraph (3) are either that —

- (a) the vessel to which the water is supplied 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) the vessel to which the water is supplied is not within the meaning of a ship under section 21(4)(a) of the Goods and Services Tax Act 1993, and the vessel is not bound for a destination outside Singapore.

[S 223/2024 wef 01/04/2024]

(4) In addition to the applicable charges in sub-paragraph (2) or (3) (as the case may be), the person mentioned in sub-paragraph (1) must, for the volume of water

THE SCHEDULE — *continued*

supplied to the vessel, also pay to the owner or occupier of the privately-operated wharf or shipyard amounts equal to the waterborne tax and water conservation tax under the Public Utilities Act 2001 for the supply of that volume of water by the Public Utilities Board to the wharf or shipyard.

[S 223/2024 wef 01/04/2024]

(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 a supplier 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.

[S 223/2024 wef 01/04/2024]

(2) The charges payable by the person mentioned in sub-paragraph (1) to the supplier for water supplied by waterboat to a vessel are as follows, subject to a minimum quantity of 50,000 litres per order:

THE SCHEDULE — *continued*

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part of every 1,000 litres</i>
(a) 0 – 50	\$9.11
(b) 51 – 100	\$10.11
(c) 101 – 150	\$12.11
(d) 151 – 200	\$13.11
(e) 201 – 250	\$15.11
(f) 251 – 300	\$16.11
(g) 301 – 350	\$18.11
(h) 351 – 400	\$19.11
(i) Exceeding 400	\$23.11.

[S 223/2024 wef 01/04/2024]

(2A) Despite sub-paragraph (2), if the circumstances in sub-paragraph (2B) are satisfied, the charges payable are as follows, subject to a minimum quantity of 50,000 litres per order:

<i>Total volume of water supplied to the vessel (thousand litres)</i>	<i>Charges payable per 1,000 litres or part of every 1,000 litres (inclusive of GST)</i>
(a) 0 – 50	\$9.93
(b) 51 – 100	\$11.02
(c) 101 – 150	\$13.20
(d) 151 – 200	\$14.29
(e) 201 – 250	\$16.47
(f) 251 – 300	\$17.56
(g) 301 – 350	\$19.74
(h) 351 – 400	\$20.83

THE SCHEDULE — *continued*

(i) Exceeding 400 \$25.19.

[S 223/2024 wef 01/04/2024]

(2B) The circumstances for the purposes of sub-paragraph (2A) are either that —

- (a) the vessel to which the water is supplied by waterboat 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) the vessel to which the water is supplied by waterboat is not within the meaning of a ship under section 21(4)(a) of the Goods and Services Tax Act 1993, and the vessel is not bound for a destination outside Singapore.

[S 223/2024 wef 01/04/2024]

(3) In addition to the applicable charges in sub-paragraph (2) or (2A) (as the case may be), the person mentioned in sub-paragraph (1) must, for the volume of water supplied to the vessel, also pay to the supplier amounts equal to the waterborne tax and water conservation tax payable by the supplier under the Public Utilities Act 2001 for the supply of that volume of water by the Public Utilities Board to the premises from which that volume was drawn into the waterboat.

[S 223/2024 wef 01/04/2024]

(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:

Where vessel is deployed for 8 hours or less in a calendar day, charges per hour or part of an hour (inclusive of GST) starting at the time the vessel is activated to the time it is instructed to be deactivated.

Where vessel is deployed for more than 8 hours in a calendar day, charges for that calendar day (inclusive of GST), including any period during which the vessel is —

Charges per calendar day or part of a calendar day (inclusive of GST), for any period that the vessel is in the process of demobilisation, including any time taken to carry out any cleaning, repair

THE SCHEDULE — *continued*

	<i>including any period during which the vessel is —</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>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>(ii) in transit</i>		
	<i>(ii) in transit</i>			
(i) a launch, inclusive of bunkers and minimum manning	\$272.50	\$2,180		\$1,635
(ii) a workboat or hydrographic craft used as a command craft, inclusive of bunkers and minimum manning	\$599.50	\$4,796		\$3,597
(iii) an unmanned workboat or hydrographic craft used as a command craft, inclusive of bunkers	Not applicable	Not applicable		\$2,398
(iv) a garbage collection craft used as an anti-oil pollution craft, inclusive of bunkers and minimum manning	\$370.60	\$2,943		\$2,212.70

[S 861/2023 wef 01/01/2024]

(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;

(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;

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.

(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 \$207.10 (inclusive of GST) and \$327 (inclusive of GST), as the Authority may determine 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 \$92.65 (inclusive of GST) and \$152.60 (inclusive of GST), 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 \$49.05 (inclusive of GST) and \$70.85 (inclusive of GST), 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 |

[S 861/2023 wef 01/01/2024]

THE SCHEDULE — *continued*

(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 \$1.09 million (inclusive of GST) — 10% of the total charges; or

[S 861/2023 wef 01/01/2024]

(ii) where the total charges exceed \$1.09 million (inclusive of GST) — \$109,000 plus 6% of the amount by which the total charges exceed \$1.09 million (inclusive of GST).

[S 1010/2022 wef 01/01/2023]

[S 861/2023 wef 01/01/2024]

(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]

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:

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|------------------------------------------------------------------------------|----------------------------|
| (a) for a search of the particulars entered in the register | \$5.45 (inclusive of GST) |
| (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 | \$54.50 (inclusive of GST) |

THE SCHEDULE — *continued*

(d) transfer of licence number	\$54.50 (inclusive of GST).
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[S 861/2023 wef 01/01/2024]

[S 1010/2022 wef 01/01/2023]

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

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

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

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

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

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

PART IV

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

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

THE SCHEDULE — *continued*

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|-----------------------------------------------------------|-------|
| (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 | \$5.45 (inclusive of GST) |
| (b) for a certified copy of the particulars entered in the register | \$5.45 (inclusive of GST) |
| (c) for a certified copy of a document | \$5.45 (inclusive of GST) |
| (d) for registration of change of ownership | \$5 |
| (e) for inspection of a pleasure craft at a site designated by the Authority for the purpose of inspection | Nil |
| (f) for inspection of a pleasure craft at any site other than a site designated by the Authority for the purpose of inspection — | |
| (i) where the pleasure craft is propelled by machinery | \$50 |
| (ii) where the pleasure craft is not propelled by machinery | \$30 |
| (g) for a re-inspection, post-accident inspection, or inspection ordered by the Port Master, in respect of a pleasure craft propelled by machinery — | |

THE SCHEDULE — *continued*

(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	\$54.50 (inclusive of GST)
(j) transfer of licence number	\$54.50 (inclusive of GST).

[S 861/2023 wef 01/01/2024]

[S 1010/2022 wef 01/01/2023]

Driving licence examination fees

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

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

Part VI

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

THE SCHEDULE — *continued*

PART VII

Maritime welfare fees

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

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

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

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

Maritime welfare fees paid annually in advance

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

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

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

THE SCHEDULE — *continued*

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

26. G.N. No. S 56/2021 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2021

Date of commencement : 2 February 2021

27. G.N. No. S 543/2021 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 2) Notification 2021

Date of commencement : 23 July 2021

28. G.N. No. S 957/2021 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 3) Notification 2021

Date of commencement : 1 January 2022

29. G. N. No. S 1010/2022 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2022

Date of commencement : 31 December 2021
1 January 2023

30. G.N. No. S 861/2023 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2023

Date of commencement : 1 January 2024

31. G.N. No. S 223/2024 — Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment) Notification 2024

Date of commencement : 1 April 2024