

MARITIME AND PORT AUTHORITY OF SINGAPORE ACT
(CHAPTER 170A, SECTION 41)

MARITIME AND PORT AUTHORITY OF SINGAPORE
(PORT) REGULATIONS

ARRANGEMENT OF REGULATIONS

PART I

PRELIMINARY

Regulation

1. Citation
2. Definitions
- 3A. Power-driven vessel to be installed with transponder

PART II

DISTRESS, EMERGENCY AND SAFETY

5. Fire, stranding, grounding or collision
6. Emergency or accident
7. Inquiry
8. Distress
9. Adequate crew on board
10. Secured moorings alongside
11. Responsibility for insecure moorings
12. Responsibility for safety when alongside
14. Restrictions on use of bright lights
15. Prohibition on smoking and conditions for carrying out repairs on board vessel
16. Access to vessel

PART III

SIGNALS

17. Exhibition of navigational lights, shapes and signals
18. Use of sound signals in port
19. Display of national colours

PART IV

RADIO COMMUNICATION

Regulation

20. Definitions and application of this Part
21. Vessel to have radiotelephone
22. Radiotelephone to be listened to
23. Direction to master of vessel
24. Exemption
25. Failure to comply with regulations
26. Report
27. Compliance with direction

PART V

CONTROL OF NAVIGATION

28. Collision Regulations applicable to vessels navigating or at anchor
30. Restriction on movement in wharves and docks
31. Prohibition of vessels other than harbour craft securing alongside one another
33. Negligent navigation prohibited
34. Foul berth
35. Laid-up vessels
36. Port Master may require vessel to leave port
37. Damaged vessels entering port

PART VI

VESSELS BERTHED ALONGSIDE

38. Unauthorised berthing, etc.

PART VII

SPECIFIED PLACES FOR LOADING AND UNLOADING CARGO AND
PUBLIC LANDING PLACES

39. Authorised piers and places for discharging or loading cargo
40. Loading or discharging of Class 'A' petroleum
41. Loading or discharging of dangerous goods
42. Public landing places

PART VIII

SPECIAL ANCHORAGES

Regulation

- 43. Special anchorages
- 44. Ship to ship transfer prohibited

PART IX

PROHIBITIONS AND RESTRICTIONS

- 45. Channels, fairways and prohibited anchorage areas
- 46. No vessel to make fast to any bridge or railing
- 47. Obstruction of anchorage, channel, fairway or wharf
- 48. Vessels not to remain at special anchorage for longer than necessary

PART X

PROHIBITIONS AND RESTRICTIONS IN HEIGHT RESTRICTED AREA

- 49A. Prohibitions and restrictions in other height restricted areas

PART XI

OBSTRUCTIONS

- 50. Mooring of hulks

PART XII

SPECIAL OPERATIONS

- 52. Launching of new vessels
- 53. Breaking-up vessels
- 54. Submarine cables and pipelines
- 56. Restriction on heating of combustible matter

PART XIII

TOWING

PART XIV

BOARDING, BERTHING OR PROCEEDING ALONGSIDE VESSELS

- 60. Boarding, berthing or proceeding alongside vessels
- 61. Boarding of vessels

PART XV

SPEED LIMITS AND GENERAL PROHIBITIONS

Regulation

- 62. Speed limits
- 63. General prohibitions

PART XVA

PORT SECURITY

- 63A. Security requirements for ship entering or within port
- 63B. Security requirements for port facility
- 63C. Statement of Compliance
- 63D. Maintenance of conditions
- 63E. Powers of entry and search
- 63F. Submission of information

PART XVB

PROVISION OF FERRY SERVICES

- 63G. Licence for provision of ferry services
- 63H. Application for ferry service licence and licence fees

PART XVI

MISCELLANEOUS

- 64. Unauthorised trading, hawking or provision of services
- 65. Pollution of port waters
- 67. Use of rat guards
- 68. Use of efficient fenders
- 69. Projections from vessels
- 70. Engines to have efficient silencers
- 71. Discharging or loading from vessel underway
- 72. Offences in connection with lighthouse or other aid to navigation
- 73. Establishment of moorings and buoys
- 74. Supply of water to vessels
- 75. Persons under influence of alcohol or drugs
- 77. Authority may permit use of vessel or port otherwise than in accordance with these Regulations
- 79. Application to Singapore Armed Forces
- 80. Savings
 - First Schedule

Regulation

- Second Schedule — Special anchorages
 - Third Schedule — Prohibited anchorage areas, channels and fairways
 - Fourth Schedule
 - The Schedules
-

[9th April 1997]

PART I
PRELIMINARY

Citation

1. These Regulations may be cited as the Maritime and Port Authority of Singapore (Port) Regulations.

Definitions

2. In these Regulations, unless the context otherwise requires —

“authorised officer” means —

- (a) any duly authorised employee of the Authority;
- (b) any police or customs officer; or
- (c) any person authorised by the Authority in writing for the purposes of these Regulations;

“Class ‘A’ petroleum” means any petroleum that has a flash point less than 23° Celsius and includes liquefied petroleum gas;

“Collision Regulations” means the Merchant Shipping (Prevention of Collisions at Sea) Regulations (Cap. 179, Rg 10);

“control station” means any Signal Station and any station whose purpose is to aid the direction, or control, of movements of shipping;

[Deleted by S 26/2005 wef 31/01/2005]

“dangerous goods” has the same meaning as in regulation 35 of the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 2005 (G.N. No. S 24/2005);

[S 26/2005 wef 31/01/2005]

[Deleted by S 26/2005 wef 31/01/2005]

“height”, in relation to a vessel, means the height of the vessel measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board;

“ISPS Code” has the same meaning as in Regulation 1 of Chapter XI-2 of the Safety Convention Regulations;

[S 215/2004 wef 01/07/2004]

“Keppel Harbour” means the area of the port from the western extremity of Tanjong Rimau on Sentosa in a straight line to Berlayar Beacon thence along the Singapore coastline to a position Latitude 01 degrees 16.265 minutes N Longitude 103 degrees 51.43 minutes E thence in a straight line to Outer Shoal Beacon thence in a straight line to Buran Beacon thence along northern coastline of Sentosa to Tanjong Rimau;

“laid-up”, in relation to any vessel, means the vessel is not under repair or actively employed;

“main fairway” means any area of the waters of the port specified as a Prohibited Anchorage Area in the Third Schedule;

“MARPOL 73/78” means the International Convention for the Prevention of Pollution from Ships (including its protocols, annexes and appendixes) which constitutes attachment 1 to the final act of the International Conference on Marine Pollution signed in London on 2nd November 1973, as modified and added to by the Protocol of 1978;

“oil terminal” means any place having a permanent means of loading or discharging petroleum, whether in bulk or packaged, into or from any vessel;

“operator”, in relation to a port facility, means a person other than the Authority who, for the time being, manages the port facility;

[S 215/2004 wef 01/07/2004]

“passenger” means any person carried in a ship, except —

- (a) a person employed or engaged in any capacity on board the ship on the business of the ship;
- (b) a person on board the ship either —
 - (i) pursuant to the obligation on the master to carry shipwrecked, distressed or other persons; or
 - (ii) by reason of any circumstance that neither the master nor the charterer (if any) could have prevented or forestalled; and
- (c) a child below one year of age;

“petroleum” includes —

- (a) the liquids commonly known by the names of Rock oil, Rangoon oil, Burma oil, kerosene, paraffin oil, petrol, gasoline, benzol, benzoline, benzine or naphtha; and
- (b) any like flammable liquid, whether —
 - (i) a natural product; or
 - (ii) a product made from petroleum, coal, schist, shale or any other bituminous substance;

“port facility” has the same meaning as in Regulation 1 of Chapter XI-2 of the Safety Convention Regulations;

[S 215/2004 wef 01/07/2004]

“port facility security plan” means a plan approved by the Authority that is developed to ensure the application of measures designed to protect —

- (a) the port facility; and
- (b) ships, persons, cargo, cargo transport units and ship stores within the port facility,

from the risks of a security incident;

[S 215/2004 wef 01/07/2004]

“recognised security organisation” has the same meaning as in Regulation 1 of Chapter XI-2 of the Safety Convention Regulations;

[S 215/2004 wef 01/07/2004]

“Safety Convention Regulations” means the Merchant Shipping (Safety Convention) Regulations (Cap. 179, Rg 11);

[S 215/2004 wef 01/07/2004]

“sea-going vessel” means any vessel going beyond Singapore port limits;

“security incident” has the same meaning as in Regulation 1 of Chapter XI-2 of the Safety Convention Regulations;

[S 215/2004 wef 01/07/2004]

“ship” means any type of vessel used in navigation by water, however propelled or moved, and includes —

- (a) a barge, lighter, mobile offshore drilling unit, high speed craft or other floating vessel; or
- (b) an air-cushioned vehicle or other similar craft used wholly or primarily in navigation by water;

[S 215/2004 wef 01/07/2004]

“Statement of Compliance” means a Statement of Compliance issued by the Authority in respect of a port facility under regulation 63C;

[S 215/2004 wef 01/07/2004]

“towage” means any operation in connection with holding, pushing, pulling, or moving, or attending for that purpose, any vessel;

“underway”, in relation to a vessel, means that the vessel is not —

- (a) at anchor;
- (b) moored or berthed alongside a wharf or jetty;

(c) made fast to the shore; or

(d) aground;

“vehicle” means any vehicle whether mechanically propelled or otherwise.

Power-driven vessel to be installed with transponder

3A.—(1) The owner, agent, master or person-in-charge of a power-driven vessel not under tow must, at all times while the vessel is within the port, ensure that there is installed and maintained in operation on board the vessel a transponder of a type and specification —

- (a) that complies with the requirements of an automatic identification system (AIS) in Regulation 19(b)(iv)(5) of Chapter V of the Safety Convention Regulations, which sets out the requirements in Chapter V of the International Convention for the Safety of Life at Sea 1974 as amended from time to time; or
- (b) that is approved for use within the port by the Authority or the Port Master.

[S 518/2017 wef 18/09/2017]

(2) Without prejudice to the powers of the Port Master under any written law, if the Port Master is not satisfied that a transponder is installed and maintained in operation on board the power-driven vessel, or that the transponder on board the power-driven vessel complies with the requirements of paragraph (1), he may —

- (a) prohibit or delay the entry or departure of the vessel;
- (b) restrict or prohibit the movement of the vessel within the port and the approaches to the port;
- (c) board the vessel and inspect —
 - (i) the transponder; or
 - (ii) the vessel or any part of the vessel for the purpose of locating the transponder;

(d) cause the vessel to be detained if, in his opinion, such detention is necessary; and

(e) by notice served on the owner, agent, master or person-in-charge of the vessel, direct that there be installed and maintained in operation on board the vessel a transponder within such time as the Port Master may determine.

(3) Any person who —

(a) contravenes or fails to comply with paragraph (1);

(b) tampers or interferes with the normal operation of any transponder on any vessel; or

(c) contravenes or fails to comply with any direction issued by the Port Master under paragraph (2)(a), (b) or (e),

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$20,000 and, in the case of a continuing offence, to a further fine not exceeding \$2,000 for every day or part thereof during which the offence continues after conviction.

PART II

DISTRESS, EMERGENCY AND SAFETY

Fire, stranding, grounding or collision

5.—(1) In the event of a fire on board any vessel, or any stranding, grounding or collision involving any vessel, the master or person-in-charge of the vessel must —

(a) take immediate steps to prevent any further deterioration in the condition of the vessel;

(b) inform the Port Master of the event without any delay by the most direct means;

(c) state whether assistance from other vessels, or from the Authority, is required and the nature of such assistance;

(d) sound and exhibit such appropriate sound and visual signals as have been specified in the International Code of

Signals, the Collision Regulations or as prescribed by the Authority from time to time;

- (e) ensure that every assistance is given by the crew of the vessel to any other person rendering assistance to the vessel;
- (f) inform the Port Master without delay by the most direct means when further assistance is not required;
- (g) submit a full written report of the circumstances of the incident or occurrence to the Port Master, specifying any damage that may affect the seaworthiness of such vessel, by the earlier of the following:
 - (i) within 24 hours of that incident or occurrence;
 - (ii) before any further application for port clearance is made; and
- (h) where port clearance has been granted, surrender the port clearance to the Port Master and make a fresh application for port clearance.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) The master, and any other officer, person-in-charge and member of the crew, of the vessel referred to in paragraph (1) must comply with all instructions given by the Port Master.

[S 518/2017 wef 18/09/2017]

Emergency or accident

6. In the event of an emergency on a vessel, or an accident to a vessel, that is not provided for in regulation 5, the master or person-in-charge of the vessel must —

- (a) inform the Port Master of the emergency or accident without delay by the most direct means and comply with any instruction that the Port Master may give; and

- (b) submit, within 24 hours of the emergency or accident or before leaving the port, whichever is the earlier, a written report to the Port Master on the accident or emergency.

[S 518/2017 wef 18/09/2017]

Inquiry

7.—(1) The Port Master may hold an inquiry into the circumstances of any fire on board a vessel, any stranding or grounding of a vessel, any collision involving a vessel, or any accident or damage to a vessel.

(2) For the purposes of such inquiry, the Port Master or an authorised representative may —

- (a) board any vessel and inspect —
- (i) the vessel or any part of the vessel; and
 - (ii) any machinery, boats, equipment or articles on board;
- (b) enter and inspect any premises the entry or inspection of which appears to the Port Master or the authorised representative (as the case may be) to be necessary;
- (c) by notice in writing, require any person to attend before the Port Master or the authorised representative (as the case may be) and require the person to answer questions relating to the subject matter of the inquiry;
- (d) by notice in writing, require any person to produce any document or other thing in the person's possession, or which is believed to be in the person's possession, relating to the subject matter of the inquiry;
- (e) make copies of, or take extracts from, any document or other thing mentioned in sub-paragraph (d); and
- (f) cause the vessel to be detained if in the opinion of the Port Master or the authorised representative (as the case may be) such detention is necessary.

[S 518/2017 wef 18/09/2017]

(3) Any person who —

- (a) being notified to attend any inquiry under paragraph (1), fails to do so without reasonable excuse;
- (b) refuses to answer any question relating to the subject matter of the inquiry without lawful excuse; or
- (c) refuses or fails to produce any document or other thing required under paragraph (2) without lawful excuse,

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000.

[S 518/2017 wef 18/09/2017]

Distress

8. The owner, agent, master or person-in-charge of a vessel which is in distress in the port must —

- (a) call up the appropriate control centre on the VHF channel that is in use; or

[S 518/2017 wef 18/09/2017]

- (b) exhibit all possible distress signals specified in the Collision Regulations or in the First Schedule.

[S 518/2017 wef 18/09/2017]

Adequate crew on board

9.—(1) The owner, agent, master or person-in-charge of a vessel must at all times ensure that the vessel is sufficiently and efficiently manned.

[S 518/2017 wef 18/09/2017]

(2) The owner, agent, master or person-in-charge of a vessel at anchor must at all times have on board the vessel a sufficient number of men —

- (a) capable of veering cable and keeping anchor lights burning; and
- (b) for taking appropriate action in case of an emergency.

[S 518/2017 wef 18/09/2017]

(3) The Port Master may, in respect of any vessel or class of vessels, from time to time stipulate the number of men required under paragraph (2).

(4) The owner, agent, master or person-in-charge of any vessel who contravenes or fails to comply with this regulation shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000.

Secured moorings alongside

10. The master or person-in-charge of a vessel must ensure that his vessel is at all times adequately secured and that the moorings are tended, as may be required by the rise and fall of the tide, the passing of other vessels or adverse weather conditions.

[S 518/2017 wef 18/09/2017]

Responsibility for insecure moorings

- 11.** The Authority is not responsible for —
- (a) the improper or insecure moorings of any vessel;
 - (b) any defective moorings or appliance; or
 - (c) damage or consequences arising from paragraph (a) or (b).

[S 518/2017 wef 18/09/2017]

Responsibility for safety when alongside

12. A vessel which berths at any wharf remains under the charge of the master or officer-in-charge who must take all steps necessary to preserve the safety and security of such vessel.

[S 518/2017 wef 18/09/2017]

Restrictions on use of bright lights

14.—(1) No person may exhibit a bright light in such a manner as to endanger navigation or interfere with the function of aids to navigation.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) The Port Master may direct any person exhibiting, or having control of, such a light to alter or remove the light.

Prohibition on smoking and conditions for carrying out repairs on board vessel

15.—(1) No person may smoke, or otherwise create or display any naked light, in or near any part of a vessel unless permitted to do so by the master or person-in-charge.

[S 518/2017 wef 18/09/2017]

(2) Repairs to any vessel must be carried out in conformity with all relevant safety requirements including the following:

- (a) repairs may only be carried out on the instructions of the master or person-in-charge of the vessel;
- (b) the master or person-in-charge of a vessel is responsible for the supervision of repairs to the vessel; and

[S 518/2017 wef 18/09/2017]

- (c) the master or person-in-charge of a vessel shall ensure that all reasonable precautions are taken to prevent the outbreak of fire or an explosion.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

- (d) *[Deleted by S 518/2017 wef 18/09/2017]*

Access to vessel

16.—(1) The owner, agent, master or person-in-charge of a vessel that is at anchor or secured to a wharf must —

- (a) provide efficient, safe and easy means of access to and from the vessel by the vessel's accommodation ladder or gangway; and

[S 518/2017 wef 18/09/2017]

- (b) ensure that the means of access —
 - (i) is adequately illuminated from sunset to sunrise and when visibility is poor or restricted; and

- (ii) is provided with manropes, nets and such appliances as may be necessary for the convenience and safety of persons.

[S 518/2017 wef 18/09/2017]

(2) The owner, agent, master or person-in-charge of a vessel must ensure that —

- (a) all open hatchways and other deck openings are efficiently guarded by life-lines at all times if the openings are not permanently guarded by hatch coamings;
- (b) all railings and fencing of hatchways, accommodation ladders and gangways are of substantial construction, constantly maintained and kept in position; and
- (c) all deck machinery and cargo working equipment (including derricks, cranes, wires, slings, trays, pallets, nets and ropes) are maintained in such order and condition as to pose no risk or danger to life or property.

[S 518/2017 wef 18/09/2017]

(3) *[Deleted by S 518/2017 wef 18/09/2017]*

(4) *[Deleted by S 518/2017 wef 18/09/2017]*

PART III

SIGNALS

Exhibition of navigational lights, shapes and signals

17.—(1) All vessels must exhibit —

- (a) lights and shapes required for vessels of their type and size as prescribed by the Collision Regulations; and
- (b) the signals specified in the First Schedule, where applicable.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) Vessels of less than 12 metres in length, except those engaged in diving operations, when not required to exhibit the lights prescribed

in rule 27 of the Collision Regulations, must exhibit an all-round white light.

[S 518/2017 wef 18/09/2017]

(3) It is the duty of the owner, agent, master or person-in-charge of a vessel to ensure that the vessel exhibits the lights and shapes required under this regulation.

(4) Nothing in these Regulations exonerates the owner, agent, master or crew of a vessel from the consequence of any neglect —

- (a) to carry lights or exhibit shapes;
- (b) to keep a proper look-out; or
- (c) to take any precaution which is required by the ordinary practice of seamen or by the special circumstances of the case.

[S 518/2017 wef 18/09/2017]

Use of sound signals in port

18. The owner, agent, master or person-in-charge of a vessel must use, or permit the use of, only the sound signals specified in the International Code of Signals, the Collision Regulations or the First Schedule.

[S 518/2017 wef 18/09/2017]

Display of national colours

19.—(1) The master of every sea-going vessel, other than a locally licensed fishing vessel entering or leaving the port between sunrise and sunset, must cause to be displayed her national colours.

[S 518/2017 wef 18/09/2017]

(2) In this regulation, “sea-going vessel” means any vessel going beyond the Singapore port limits.

[S 518/2017 wef 18/09/2017]

PART IV

RADIO COMMUNICATION

Definitions and application of this Part

20.—(1) In this Part, unless the context otherwise requires —

“channel” means a channel for telecommunication by radio;

[Deleted by S 518/2017 wef 18/09/2017]

[Deleted by S 518/2017 wef 18/09/2017]

“report” means a report by radiotelephone that is made, or required to be made, to a designated control centre by a vessel under regulation 22(4) or 25(2);

[S 518/2017 wef 18/09/2017]

“required radiotelephone” means the radiotelephone required to be installed on board a vessel under regulation 21(1);

“specified channel” means the channel stated in regulation 21(1) or the channel specified by the Port Master under that provision;

“underway”, in relation to a vessel, means that the vessel is not at anchor, made fast to the shore or aground;

“VHF” means very high frequency.

(2) This Part applies to —

(a) a self-propelled vessel exceeding 300 GT;

[S 518/2017 wef 18/09/2017]

(b) a tugboat engaged in towing where the combined GT of the tugboat and the vessel that is being towed exceeds 300 GT;

[S 518/2017 wef 18/09/2017]

(c) a port limit tanker; and

(d) a port limit passenger vessel.

Vessel to have radiotelephone

21.—(1) The owner, agent, master or person-in-charge of a vessel must ensure that there is installed on board the vessel a

radiotelephone that is capable of operating in the International Maritime Mobile VHF Radiocommunication Service in the 156-174 MHz Band or such channel as may be specified by the Port Master from time to time.

[S 518/2017 wef 18/09/2017]

(2) The required radiotelephone must at all times be maintained in an effective working condition and be available for operation on the navigational bridge of the vessel.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(3) The master of a vessel must ensure that the specified channel is used only for communications relating to the operational handling, movement or safety of the vessel or (in an emergency) the safety of persons.

[S 518/2017 wef 18/09/2017]

Radiotelephone to be listened to

22.—(1) The master of a vessel that is underway within the port must ensure that the required radiotelephone is listened to continuously on the specified channel.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) Paragraph (1) does not apply to a vessel where —

- (a) a transmission from the vessel on the specified channel is in progress;
- (b) permission is granted by a designated control centre to transmit on a channel other than the specified channel, in which case the master of the vessel must ensure that the required radiotelephone is listened to continuously on that channel, except when a transmission from the vessel on that channel is in progress;

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

- (c) permission to stop listening to the required radiotelephone is granted by the person-in-charge of a designated control centre; or

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

- (d) it is not possible for any reason to operate the required radiotelephone.

[S 518/2017 wef 18/09/2017]

(3) If it is not possible to operate the required radiotelephone, the master of the vessel must at the earliest practicable time restore it or cause it to be restored to effective working condition.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(4) The master of a vessel must as soon as practicable report to a designated control centre if —

- (a) it is not possible to operate the required radiotelephone; or
(b) the required radiotelephone is restored to effective working condition under paragraph (3).

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

Direction to master of vessel

23.—(1) Where the person-in-charge of a designated control centre is of the opinion that there is any congestion of vessels, reduced visibility or other hazardous condition within the port, the person-in-charge may direct the master of any vessel as to when and where the vessel is to enter, move within or through, or depart from the port.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) The person-in-charge of a designated control centre may direct the master of a vessel to cease making any communication using the specified channel.

[S 518/2017 wef 18/09/2017]

Exemption

24.—(1) The person-in-charge of a designated control centre may, subject to such conditions as the person-in-charge may impose and upon a request from the master of a vessel, exempt the master from any provision of, or any direction given under, regulations 21 to 23 and 25 to 27.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) The master of a vessel must, in making a request under paragraph (1), state the manner in which the master wishes to be exempted from any provision or direction mentioned in that paragraph and the reason for requesting the exemption.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(3) Any exemption granted under this regulation must not reduce or in any way affect the responsibility of the master of a vessel to whom the exemption is granted for the vessel or for any person, cargo or property on board.

[S 518/2017 wef 18/09/2017]

Failure to comply with regulations

25.—(1) Where the master of a vessel is, in any emergency affecting the safety of any person or property, unable to comply —

(a) with any provision of, or any direction given under, regulations 21 to 24, 26 and 27; or

(b) with any condition imposed under regulation 24(1),

the master must take such steps as may be necessary to avoid endangering any person and to avoid any damage to any property or the environment.

[S 518/2017 wef 18/09/2017]

(2) If the master of a vessel fails to comply with —

(a) any provision of, or any direction given under, regulations 21 to 24, 26 and 27; or

(b) any condition imposed under regulation 24(1),
the master must forthwith report the failure to the person-in-charge of
a designated control centre.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

Report

26.—(1) Every report made for the purposes of these Regulations
must be in English.

[S 518/2017 wef 18/09/2017]

(2) Where any time is specified in any report, or in any
communication from a designated control centre, the time must be
specified in —

- (a) local time; and
- (b) the 24-hour clock system.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

Compliance with direction

27. The master of a vessel must comply with any direction given by
the Port Master or the person-in-charge of a designated control centre
for the purposes of regulations 21 to 26.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

PART V

CONTROL OF NAVIGATION

Collision Regulations applicable to vessels navigating or at anchor

28. For the purposes of navigation and anchoring of vessels the
Collision Regulations apply.

[S 518/2017 wef 18/09/2017]

Restriction on movement in wharves and docks

30. No person may cause or permit a vessel to proceed alongside, lie alongside or leave any wharf, dock, pier, berth or mooring contrary to the directions of the Port Master.

[S 518/2017 wef 18/09/2017]

Prohibition of vessels other than harbour craft securing alongside one another

31.—(1) No person may cause or permit a vessel to be secured alongside another vessel at anchor without the prior permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

(2) This regulation does not apply in respect of a licensed harbour craft.

[S 518/2017 wef 18/09/2017]

Negligent navigation prohibited

33.—(1) No person may cause or permit a vessel to be navigated —

- (a) in a reckless or negligent manner; or
- (b) at such a speed or in any way that is —
 - (i) dangerous;

[S 518/2017 wef 18/09/2017]

- (ii) likely to cause injury to persons, or damage to property or other vessels; or

[S 518/2017 wef 18/09/2017]

- (iii) likely to be a nuisance to any member of the public.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) Subject to paragraph (3), no person may cause or permit a vessel to proceed at any speed that is inconsistent with safe navigation, or contrary to the speed restrictions imposed by the Port Master from time to time.

[S 518/2017 wef 18/09/2017]

(3) Speed restrictions imposed by the Port Master under paragraph (2) do not apply —

- (a) to a fire-fighting vessel proceeding to a fire;
- (b) to a craft engaged in rescue operations;
- (c) to an Authority or a Government craft on urgent duty; or
- (d) to any other craft where a temporary increase in speed is necessary in order to avoid immediate danger.

Foul berth

34. No person may cause or permit a vessel to anchor in such a manner as to give a foul berth to another vessel already anchored.

[S 518/2017 wef 18/09/2017]

Laid-up vessels

35.—(1) No person may cause or permit a vessel to be laid-up in the port without the prior written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

(2) The owner, agent, master or person-in-charge of a laid-up vessel berthed in a laid-up anchorage must ensure that such vessel is so anchored or moored as to be able to swing within the limits of anchorage, and to keep clear of all other vessels and any fishing stakes set up therein, during all conditions of wind and tide.

[S 518/2017 wef 18/09/2017]

Port Master may require vessel to leave port

36. The Port Master may direct a vessel to leave the port if he is of the opinion that it would not be in the interest of the Authority for the vessel to remain in port.

Damaged vessels entering port

37. No person may cause or permit a damaged vessel to enter the port without the prior written permission of the Port Master who may

grant the written permission subject to such conditions as the Port Master thinks fit.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

PART VI

VESSELS BERTHED ALONGSIDE

Unauthorised berthing, etc.

38. No person may cause or permit a vessel —

- (a) to proceed alongside, or lie alongside, any place without the consent of the owner or person-in-charge of the place; or
- (b) to anchor or moor in the approaches to such a place so as to cause obstruction to other vessels.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

PART VII

SPECIFIED PLACES FOR LOADING AND UNLOADING CARGO AND PUBLIC LANDING PLACES

Authorised piers and places for discharging or loading cargo

39.—(1) No owner, agent, master or person-in-charge of a vessel may discharge cargo from the vessel onto any pier or place except —

- (a) at piers and places specified in the Customs (Authorised Piers and Places) Regulations 2011 (G.N. No. S 708/2011); and

[S 518/2017 wef 18/09/2017]

- (b) at such other places approved by the Authority, from time to time, for the purpose,

and except under such conditions as the Authority thinks fit to impose.

[S 518/2017 wef 18/09/2017]

(2) No owner, agent, master or person-in-charge of a vessel may load, or cause to be loaded, cargo from any pier or place onto the vessel except —

- (a) at piers and places authorised for such purposes under the Customs (Authorised Piers and Places) Regulations 2011; and

[S 518/2017 wef 18/09/2017]

- (b) at such other places approved by the Authority, from time to time, for the purpose,

and except under such conditions as the Authority thinks fit to impose.

[S 518/2017 wef 18/09/2017]

(3) A person who, having requested that a place be approved for the purposes of paragraph (2), is aggrieved by the refusal of the Authority to give its approval, may refer the matter to the Minister whose decision is final.

(4) No owner of any pier or place may permit the loading or discharging of cargo from that pier or place unless that pier or place —

- (a) is specified in the Customs (Authorised Piers and Places) Regulations 2011; or
- (b) is approved by the Authority pursuant to this regulation.

[S 518/2017 wef 18/09/2017]

Loading or discharging of Class ‘A’ petroleum

40. No owner, agent, master or person-in-charge of a vessel may load or discharge, or cause to be loaded or discharged, Class ‘A’ petroleum at any place except —

- (a) at an oil terminal; or
- (b) subject to such conditions as the Port Master may impose, at any other place that is declared by the Port Master as a

landing place for loading or discharging Class ‘A’ petroleum.

[S 518/2017 wef 18/09/2017]

Loading or discharging of dangerous goods

41. No owner, agent, master or person-in-charge of a vessel may load or discharge, or cause to be loaded or discharged, dangerous goods at any place except, subject to such conditions as the Port Master may impose —

- (a) an anchorage or wharf; or
- (b) any other place that has been declared by the Port Master as a landing place for loading or discharging dangerous goods.

[S 518/2017 wef 18/09/2017]

Public landing places

42.—(1) The public landing places are Marina South Pier and West Coast Pier.

[S 518/2017 wef 18/09/2017]

(2) No person may cause or permit a vessel other than a harbour craft to lie alongside a public landing place.

[S 518/2017 wef 18/09/2017]

(3) No person may cause or permit a harbour craft to lie alongside any public landing place longer than is necessary to embark or disembark persons or load or discharge baggage.

[S 518/2017 wef 18/09/2017]

(4) No person may on any public landing place —

- (a) sell, hawk or peddle any goods;
- (b) tout or solicit business or trade of any kind; or
- (c) loiter.

[S 518/2017 wef 18/09/2017]

(5) No person may cause or permit a vessel other than a harbour craft to embark or disembark passengers unless the place is authorised by the Port Master for that purpose.

[S 518/2017 wef 18/09/2017]

PART VIII

SPECIAL ANCHORAGES

Special anchorages

43.—(1) The special anchorages, and the purposes for which they may be used, are set out in the Second Schedule.

(2) The owner, agent, master or person-in-charge of a vessel which uses any anchorage referred to in the Second Schedule for a purpose other than that specified in that Schedule shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 and, in the case of a continuing offence, to a further fine not exceeding \$1,000 for every day or part of a day during which the offence continues after conviction.

[S 518/2017 wef 18/09/2017]

Ship to ship transfer prohibited

44. No person may cause or permit a vessel to undertake ship to ship transfer of bulk liquid without the written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

PART IX

PROHIBITIONS AND RESTRICTIONS

Channels, fairways and prohibited anchorage areas

45.—(1) The channels, fairways and prohibited anchorage areas are specified in the Third Schedule.

(2) The Port Master may at any time by notice restrict or prohibit the movement of a vessel or class of vessels in the port but the notice

must state the period of the prohibition, the area to which it is applicable, the nature of the prohibition and whether the prohibition relates to anchorage or passage or such other purposes as he may require.

- (3) The owner, agent, master or person-in-charge of a vessel —
- (a) which uses that part of the sea in any of the areas referred to in paragraph (1) contrary to any restriction or prohibition imposed by these Regulations or by the Port Master; or
 - (b) which is in breach of any restriction or prohibition imposed by the Port Master in paragraph (2),

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 and, in the case of a continuing offence, to a further fine not exceeding \$1,000 for every day or part of a day during which the offence continues after conviction.

[S 518/2017 wef 18/09/2017]

No vessel to make fast to any bridge or railing

46. No person may cause or permit a vessel to make fast to any bridge or railing.

[S 518/2017 wef 18/09/2017]

Obstruction of anchorage, channel, fairway or wharf

47.—(1) No person may cause or permit a vessel to anchor, moor, lie or loiter in such a manner as to obstruct the approach to any anchorage, wharf or landing place used by other vessels.

[S 518/2017 wef 18/09/2017]

(2) No person may cause or permit a vessel to anchor in any channel or fairway or to lie in a position as may obstruct any channel or fairway.

[S 518/2017 wef 18/09/2017]

Vessels not to remain at special anchorage for longer than necessary

48. No person may cause or permit a vessel to remain at a special anchorage for a period that is longer than is necessary for the intended purpose.

[S 518/2017 wef 18/09/2017]

PART X

PROHIBITIONS AND RESTRICTIONS IN HEIGHT
RESTRICTED AREA

Prohibitions and restrictions in other height restricted areas

49A.—(1) No person may cause or permit a vessel to enter any height restricted area referred to in the Fourth Schedule, except in accordance with the conditions specified in that Schedule.

[S 518/2017 wef 18/09/2017]

(2) Any person who contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$20,000 or to imprisonment for a term not exceeding 6 months or to both and, in the case of a continuing offence, to a further fine not exceeding \$2,000 for every day or part thereof during which the offence continues after conviction.

PART XI

OBSTRUCTIONS

Mooring of hulks

50.—(1) No person may moor, anchor or beach any hulk within the waters of the port without the written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

(2) For the purposes of this regulation, “hulk” means a vessel which is unfit to withstand the ordinary perils of the sea.

(3) No person may cause or permit a vessel to be beached within the port without the written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

PART XII

SPECIAL OPERATIONS

Launching of new vessels

52. No person may cause or permit a newly constructed vessel of more than 15 metres in length to be launched, or to be placed into the waters of the port, without the prior written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

Breaking-up vessels

53. No person may cause or permit a vessel to be broken up either wholly or in part without the permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

Submarine cables and pipelines

54.—(1) No person may lay, lift, repair or inspect any submarine cable or pipeline —

- (a) without the prior permission of the Port Master; and
- (b) without giving the Port Master 24 hours' notice in writing before doing the same.

[S 518/2017 wef 18/09/2017]

(2) The Port Master may in giving such permission impose such conditions as he considers appropriate in the circumstances of the case.

(3) The owner of a submarine cable or pipeline must —

- (a) relay such cable or pipeline if it is found to be outside an area approved by the Port Master; and

(b) remove any cable or pipeline that is no longer in use.

[S 518/2017 wef 18/09/2017]

(4) No person may, within the port limits, carry out, or cause to be carried out, any underwater diving operation or repair, except with the approval of the Port Master who may impose any condition as he thinks fit.

[S 518/2017 wef 18/09/2017]

Restriction on heating of combustible matter

56.—(1) No owner, agent, master or person-in-charge of a vessel may, without the permission of the Port Master, permit the heating, boiling or burning of any pitch, tar, resin, wax, flammable liquid, oil, refuse, rubbish or other combustible matter in any vessel.

[S 518/2017 wef 18/09/2017]

(2) The Port Master may in giving such permission impose any condition he thinks fit.

(3) The permission of the Port Master is not required where the heating, boiling or burning of such pitch, tar, resin, wax, flammable liquid, oil, refuse, rubbish or other combustible matter is carried out in an approved shipyard.

PART XIII

TOWING

[S 518/2017 wef 18/09/2017]

PART XIV

BOARDING, BERTHING OR PROCEEDING ALONGSIDE VESSELS

Boarding, berthing or proceeding alongside vessels

60.—(1) No person may —

- (a) cause or permit a vessel to proceed alongside, or attempt to proceed alongside, any other vessel which is making way;
or

(b) board, or attempt to board, a vessel making way.

[S 518/2017 wef 18/09/2017]

(2) This regulation does not apply to the following:

- (a) a pilot in the course of duty;
- (b) a pilot vessel on duty;
- (c) an authorised officer in the course of duty;
- (d) an Authority or a Government vessel.

[S 518/2017 wef 18/09/2017]

Boarding of vessels

61.—(1) No person may —

- (a) cause or permit a vessel to approach within 200 metres of a vessel exhibiting the appropriate quarantine signals; or
- (b) board a vessel exhibiting the appropriate quarantine signals while the vessel is in a quarantine and immigration anchorage.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) No person may cause or permit a vessel to approach within 200 metres of, or board, a vessel that —

- (a) is in a quarantine and immigration anchorage; or

[S 518/2017 wef 18/09/2017]

- (b) exhibits the appropriate signals indicating that the vessel requires, or is undergoing, customs or immigration clearance, or both.

(3) No person may, without the consent of the master of a vessel —

- (a) cause or permit the vessel to proceed alongside or lie alongside any other vessel; or
- (b) board the vessel.

[S 518/2017 wef 18/09/2017]

- (4) This regulation does not apply —
- (a) to an authorised officer of the Authority or Government; or
 - (b) to an Authority or a Government vessel.

[S 518/2017 wef 18/09/2017]

PART XV

SPEED LIMITS AND GENERAL PROHIBITIONS

[S 518/2017 wef 18/09/2017]

Speed limits

62.—(1) No person may cause or permit a vessel navigating in a river to proceed at a speed exceeding 5 knots.

[S 518/2017 wef 18/09/2017]

(2) No person may cause or permit a vessel navigating in the Cruise Bay to proceed at a speed exceeding 6 knots.

[S 518/2017 wef 18/09/2017]

(3) No person may cause or permit a vessel navigating in the East Johore Strait to proceed at a speed exceeding 12 knots.

[S 518/2017 wef 18/09/2017]

(4) This regulation does not apply to the following vessels when proceeding on urgent duty:

- (a) Authority craft;
- (b) Government vessels;
- (c) fire-fighting vessels.

[S 518/2017 wef 18/09/2017]

General prohibitions

63. No person may cause or permit a vessel —

- (a) to anchor in a manner as to obstruct a fairway or the approach to any river; or

- (b) to be made fast to any bridge or railing, or other object on land that is not intended for that purpose.

[S 518/2017 wef 18/09/2017]

**PART XVA
PORT SECURITY**

Security requirements for ship entering or within port

63A.—(1) When any ship enters or is within the port, the owner, agent or master of the ship must ensure that the ship complies with the requirements of Chapter XI-2 of the Safety Convention Regulations and Part A of the ISPS Code that are relevant to the ship, taking into account the guidance given in Part B of the ISPS Code.

[S 518/2017 wef 18/09/2017]

(2) The Port Master —

- (a) must communicate the security levels set for, and provide security level information to, any ship that enters or is within the port; and

[S 518/2017 wef 18/09/2017]

- (b) may require the owner, agent or master of the ship to provide the information referred to in regulation 9(b) of Chapter XI-2 of the Safety Convention Regulations.

(3) Any owner, agent or master of a ship who —

- (a) contravenes paragraph (1); or
(b) fails to provide any information required by the Port Master under paragraph (2)(b),

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000.

Security requirements for port facility

63B.—(1) The owner or operator of any port facility must ensure that —

- (a) the port facility complies with the requirements of Chapter XI-2 of the Safety Convention Regulations and Part A of

the ISPS Code that are relevant to the port facility, taking into account the guidance given in Part B of the ISPS Code;

- (b) there is a valid Statement of Compliance issued in respect of the port facility before the port facility is used as such; and
- (c) the port facility undergoes an intermediate verification exercise in accordance with regulation 63C(3).

[S 518/2017 wef 18/09/2017]

(2) Any owner or operator of a port facility who contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000.

Statement of Compliance

63C.—(1) The Authority must issue a Statement of Compliance in respect of a port facility if, at the date the Statement of Compliance is issued, the port facility complies with —

- (a) the requirements of the ISPS Code that are relevant to the port facility; and
- (b) such additional requirements as the Authority may impose.

(2) Subject to paragraph (4), a Statement of Compliance is valid for a period of 5 years from the date it is issued.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(3) Where a Statement of Compliance has been issued in respect of a port facility —

- (a) the port facility must undergo an intermediate verification exercise conducted by a recognised security organisation to determine whether, as at the date of the intermediate verification exercise, the port facility complies with —

[S 518/2017 wef 18/09/2017]

- (i) the requirements of the ISPS Code that are relevant to the port facility; and
- (ii) such additional requirements as the Authority may impose; and

- (b) the intermediate verification exercise must be conducted between 24 months and 36 months from the date the Statement of Compliance is issued.

[S 518/2017 wef 18/09/2017]

(4) Where it is determined at an intermediate verification exercise that a port facility does not comply with —

- (a) any requirement of the ISPS Code that is relevant to the port facility; or

- (b) any additional requirement imposed by the Authority,

the Authority may suspend the Statement of Compliance until the non-compliance has been rectified or withdraw the Statement of Compliance.

Maintenance of conditions

63D.—(1) Where a Statement of Compliance has been issued in respect of a port facility, the owner or operator of the port facility must —

- (a) ensure that all levels of protective security measures and security organisation for the port facility are maintained in accordance with the ISPS Code;

- (b) ensure that —

(i) a port facility security plan has been implemented in respect of the port facility; and

(ii) the port facility is operated in compliance with the port facility security plan;

- (c) ensure the continuing relevance and accuracy of the port facility security plan;

- (d) conduct security drills at intervals of not more than 3 months; and

- (e) conduct security exercises at least once in a year, with not more than 18 months between such exercises.

[S 518/2017 wef 18/09/2017]

(2) Any owner or operator of a port facility who contravenes paragraph (1) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000.

Powers of entry and search

63E.—(1) The Port Master, any authorised officer or any public officer authorised by the Authority may —

- (a) enter, inspect and search any ship or port facility —
 - (i) for the purpose of ensuring that the regulations in this Part are complied with; or
 - (ii) if he has reasonable grounds for believing that an offence is being or was committed under the provisions of this Part; and
- (b) seize any evidence of the commission of an offence under the provisions of this Part.

(2) No person may prevent or obstruct the Port Master, any authorised officer or any public officer authorised by the Authority from performing any act under paragraph (1).

[S 518/2017 wef 18/09/2017]

(3) Any person who contravenes paragraph (2) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$2,000.

Submission of information

63F. Any person who, being required to submit information to the Port Master, any authorised officer or any public officer authorised by the Authority —

- (a) for any purpose under regulations 63A to 63D; or
- (b) to comply with any requirement of Chapter XI-2 of the Safety Convention Regulations or Part A of the ISPS Code, taking into account the guidance given in Part B of the ISPS Code,

submits any information which is false, misleading or inaccurate shall be guilty of an offence and shall be liable on conviction to a fine not

exceeding \$20,000 or to imprisonment for a term not exceeding 6 months or to both.

PART XVB

PROVISION OF FERRY SERVICES

Licence for provision of ferry services

63G.—(1) No person may provide any ferry service to and from Singapore unless he is licensed for that purpose by the Authority.

[S 518/2017 wef 18/09/2017]

(2) Every licence granted under this regulation may be in such form and for such period and may be subject to such conditions as the Authority may determine.

[S 518/2017 wef 18/09/2017]

(3) If, in the opinion of the Authority, the licensee has contravened or failed to comply with any of the conditions of the licence, the Authority may, by notice in writing, cancel the licence or suspend the licence for such period as the Authority considers appropriate.

(4) The Authority may, at any time, vary or revoke any of the existing conditions imposed under paragraph (2) or impose new conditions.

Application for ferry service licence and licence fees

63H.—(1) Every application for a licence under regulation 63G must be made to the Authority in such form as the Authority may determine and must be accompanied by such particulars, information and documents as may be specified by the Authority.

[S 518/2017 wef 18/09/2017]

(2) The licensee must pay such fee as may be determined by the Authority for the issue of the licence to him.

[S 518/2017 wef 18/09/2017]

PART XVI

MISCELLANEOUS

Unauthorised trading, hawking or provision of services

64.—(1) No person may, within the port —

(a) ply for hire, sell or expose for sale any goods; or

(b) exchange money, solicit custom or provide any services,

unless the person is licensed or authorised for that purpose by the Authority.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

(2) Any person who —

(a) contravenes paragraph (1); or

(b) fails to comply with any condition of a licence or authorisation granted under paragraph (1),

shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000.

[S 518/2017 wef 18/09/2017]

Pollution of port waters

65. No person may, without the permission of the Authority —

(a) throw, discharge or deposit; or

(b) cause to be thrown, discharged or deposited,

any ashes, solid ballast, sludge or any other matter into the waters of the port.

[S 518/2017 wef 18/09/2017]

Use of rat guards

67. The master or person-in-charge of a vessel lying at a wharf must ensure that efficient rat guards are fitted to all moorings.

[S 518/2017 wef 18/09/2017]

Use of efficient fenders

68. The master or person-in-charge of a vessel alongside any wharf, dock or other vessel must provide and use suitable fenders.

[S 518/2017 wef 18/09/2017]

Projections from vessels

69. No person may cause or permit a vessel to anchor, or berth, with anything projecting from, or attached to, the vessel in a manner that may endanger the safety of, or impede, other vessels navigating or moored within the waters of the port.

[S 518/2017 wef 18/09/2017]

Engines to have efficient silencers

70. No person may cause or permit any internal combustion engine to be used on or in a vessel unless the exhaust pipe is fitted with an efficient silencer.

[S 518/2017 wef 18/09/2017]

Discharging or loading from vessel underway

71.—(1) No person may discharge or load, or attempt to discharge or load, from any vessel which is underway, any goods or passengers' baggage.

[S 518/2017 wef 18/09/2017]

(2) For the purpose of this regulation, a vessel alongside a wharf is deemed to be underway if it is not properly secured to the wharf.

Offences in connection with lighthouse or other aid to navigation

72. Any person who wilfully or negligently —

- (a) damages, removes, alters or destroys a lighthouse or other aid to navigation;
- (b) hinders or prevents a lighthouse or other aid to navigation from being used or operated in the manner in which it is intended to be used or operated; or

(c) rides by, makes fast to, or runs foul of, a lighthouse or other aid to navigation,

shall, in addition to the expenses of making good any damage occasioned by such acts, be liable on conviction to a fine not exceeding \$10,000.

Establishment of moorings and buoys

73.—(1) No person may keep or place any moorings or buoys in the waters of the port without the written permission of the Port Master and except under such conditions as the Port Master may impose.

[S 518/2017 wef 18/09/2017]

(2) The Port Master may require or cause moorings or buoys kept or placed in contravention of paragraph (1) to be removed.

(3) The person responsible for keeping or placing the moorings or buoys that are required to be removed under paragraph (2) is liable for any expense incurred by the Authority for the removal of the moorings and buoys if he fails to remove the moorings and buoys within the time stipulated by the Port Master.

Supply of water to vessels

74. No person may supply water to vessels within the port except —

(a) through the Authority or by agreement with the Authority; and

(b) under such terms and conditions as the Authority may determine.

[S 518/2017 wef 18/09/2017]

Persons under influence of alcohol or drugs

75.—(1) No person may take charge of any vessel while he is under the influence of drink or a drug or an intoxicating substance to such extent as —

(a) to be incapable of having proper control of the vessel; or

(b) to endanger the safety of the vessel or the crew or any other person.

[S 518/2017 wef 18/09/2017]

(2) No person may board any vessel while he is under the influence of drink or a drug or an intoxicating substance to such extent as to endanger the safety of the vessel or the crew or any other person.

[S 518/2017 wef 18/09/2017]

(3) The owner, agent or master of a vessel must not permit any person to take charge of or board the vessel in contravention of paragraph (1) or (2).

[S 518/2017 wef 18/09/2017]

Authority may permit use of vessel or port otherwise than in accordance with these Regulations

77.—(1) The Authority may, in its discretion, permit —

(a) any person to use a vessel or the port; or

(b) any vessel to be used within the port,

otherwise than in accordance with any of the provisions of these Regulations.

(2) The Authority may in granting its permission under paragraph (1) impose such conditions as it thinks fit.

Application to Singapore Armed Forces

79. Regulations 27, 28, 29, 43, 49 and 49A apply to a vessel belonging to the Singapore Armed Forces and the officer in command of such a vessel must ensure that the requirements of those regulations are complied with.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

Savings

80. Any request, inquiry, approval, permission, order, exemption or agreement made or given under the revoked provisions of the Singapore Port Regulations (Cap. 236, Rg 6) is deemed to have been

made or given under the corresponding provisions of these Regulations.

FIRST SCHEDULE

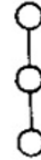
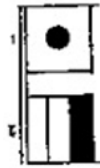
Regulations 8, 17(1) and 18

PORT SIGNALS

By Day

By Night

1. I am on fire and require immediate assistance. (To be displayed by vessels at anchor only).



2. I request Police Assistance.



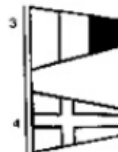
3. I request Medical Assistance.



4. I request Immigration Clearance. (No passengers)



5. I request Immigration Clearance. (Carrying passengers)

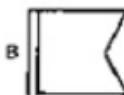


FIRST SCHEDULE — *continued*

6. I request clearance by Customs.



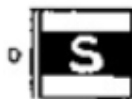
7. I am carrying Petroleum, Explosives or Dangerous Goods.



8. Permanent marking of a harbour craft licensed to carry Petroleum, Explosives or Dangerous Goods.



9. I am engaged in hydro-graphic survey.



10. Vessels of less than 7 metres engaged in underwater operations.



11. Diver working. Keep clear.



12. Manoeuvring with difficulty. Keep clear.



FIRST SCHEDULE — *continued*

13. I require a Pilot.



14. I have a Pilot on board.



15. I am exempted from compulsory Pilotage.



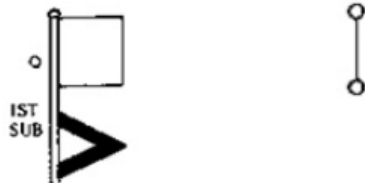
16. Sailing within 24 hours.



17. I request free pratique.



18. I require Health clearance.



19. I require assistance.



FIRST SCHEDULE — *continued*

20. I am dragging anchor.



21. My vessel is turning short round.



22. In danger of sinking.



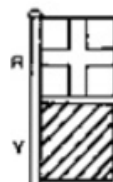
23. I require tug urgently.



24. My anchor is foul.



25. Proceed at slow speed when passing me.



FIRST SCHEDULE — *continued*

26. I am undergoing sea trials.



27. Calibrating DF or adjusting compasses.



28. You are contravening the rules of a Traffic Separation Scheme.



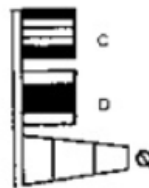
29. VLCC is crossing Main Strait while approaching SBM.



Black cone over cylinder.

Flashing Isophase White X every 10 seconds.

30. I require fresh water.



FIRST SCHEDULE — *continued*





31. My vessel is being fumigated by toxic gas.



32. [Deleted by S 518/2017 wef 18/09/2017]

33. Sound Signals	<i>Details</i>	<i>Diagram</i>
My vessel is about to leave a berth	One prolonged blast	—————
I require a tug immediately (emergency)	4 short blasts followed by one long blast	•••• —————
I request assistance	3 short blasts followed by one long blast	••• —————
34. Sound Signals for Vessels Under Tow or Requiring Tug Assistance		
My tow rope is secured (from tug)	One short blast followed by one long blast	• —————
Tow or push to starboard (of vessel)	One short blast	•
Tow or push to port (of vessel)	2 short blasts	••
Tow directly ahead of vessel or start pushing	One long blast	—————

FIRST SCHEDULE — *continued*

Tow directly astern (of vessel)	3 short blasts	
Stop pushing or towing	2 short blasts, interval, 2 short blasts	
Let go of tug or towage	One long blast followed by a succession of not less than 4 short blast	
Tug is experiencing an emergency	5 short blasts followed by one long blast	

35. Every harbour craft whose licence has been endorsed for a carriage of petroleum, explosives or dangerous goods within Port Limits, must have a broad band —

- (a) not less than 60 centimetres wide painted around the hull of the harbour craft, the upper edge of which must be at the gunwale level;
- (b) which must be painted in alternate and equal red and white sections not less than 90 centimetres long; and
- (c) any portion of which must not be submerged at any time.

36. All vessels carrying petroleum, explosives or dangerous goods must carry —

- (a) by day where it can best be seen the International Code Flag B; and
- (b) by night must exhibit a red light visible all around the horizon at a distance of not less than 1.6 kilometres,

and vessels towing harbour craft carrying petroleum, explosives or dangerous goods must also similarly exhibit the above signals.

37. [*Deleted by S 518/2017 wef 18/09/2017*]

SECOND SCHEDULE

Regulations 43 and 51(1)

SPECIAL ANCHORAGES

The special anchorages for the purpose of these Regulations are set out in this Schedule. The geographical positions of the special anchorages are based on WGS84 datum. The special anchorages are charted in Singapore Nautical Charts numbered SP1, GSP1, 500, 501, 502, and Dual Badge Chart numbered 4030 to 4043.

1. The following special anchorages must be used exclusively for the purposes specified in this Schedule:

- 1.1 **Changi Barge Temporary Holding Anchorage (Abbreviated Code: ACBTH)** is bounded by a line joining the following geographical positions:

(1) 01°20.855'N	104°03.034'E
(2) 01°20.167'N	104°03.734'E
(3) 01°20.165'N	104°02.999'E
(4) 01°20.380'N	104°02.800'E
(1) 01°20.855'N	104°03.034'E

Purpose — For barges loaded with sand/granite waiting to proceed to an approved aggregate terminal in the East Johor Strait or as directed by the Port Master.

- 1.2 **Changi General Purposes Anchorage (Abbreviated Code: ACGP)** is bounded by a line joining the following geographical positions:

(5) 01°19.996'N	104°03.151'E
(6) 01°19.996'N	104°03.602'E
(7) 01°18.877'N	104°04.716'E
(8) 01°18.877'N	104°04.177'E
(5) 01°19.996'N	104°03.151'E

Purpose — For general purposes on prior permission of the Port Master.

- 1.3 **Man-of-War Anchorage (Abbreviated Code: AMOW)** is bounded by a line joining the following geographical positions:

SECOND SCHEDULE — *continued*

(9) 01°18.883'N	104°03.554'E
(10) 01°18.877'N	104°04.177'E
(11) 01°18.391'N	104°04.621'E
(12) 01°18.370'N	104°03.554'E
(9) 01°18.883'N	104°03.554'E

Purpose — For visiting warships.

1.4 **Eastern Bunkering A Anchorage (Abbreviated Code: AEBA)** is bounded by a line joining the following geographical positions:

(13) 01°18.354'N	104°02.794'E
(14) 01°18.402'N	104°05.186'E
(15) 01°17.844'N	104°05.742'E
(16) 01°17.330'N	104°02.795'E
(13) 01°18.354'N	104°02.794'E

Purpose — For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

1.5 **Small Craft B Anchorage (Abbreviated Code: ASCB)** is bounded by a line joining the following geographical positions:

(17) 01°18.297'N	103°58.978'E
(18) 01°18.297'N	103°59.853'E
(19) 01°18.000'N	104°00.420'E
(20) 01°18.000'N	103°58.978'E
(17) 01°18.297'N	103°58.978'E

Purpose — For harbour tugs, pontoons, barges and other small craft, including fishing vessels.

1.6 **Eastern Petroleum C Anchorage (Abbreviated Code: AEPBC)** is bounded by a line joining the following geographical positions:

(21) 01°18.000'N	103°58.978'E
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SECOND SCHEDULE — *continued*

(22)	01°18.000'N	104°00.420'E
(23)	01°17.647'N	104°01.095'E
(24)	01°17.497'N	103°58.978'E
(21)	01°18.000'N	103°58.978'E

Purpose — For tankers of less than 10,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.7 Eastern Bunkering B Anchorage (Abbreviated Code: AEBB) is bounded by a line joining the following geographical positions:

(25)	01°17.497'N	103°58.978'E
(26)	01°17.647'N	104°01.095'E
(27)	01°17.154'N	104°01.664'E
(28)	01°16.626'N	103°58.978'E
(25)	01°17.497'N	103°58.978'E

Purpose — For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

1.8 Small Craft A Anchorage (Abbreviated Code: ASCA) is bounded by a line joining the following geographical positions:

(29)	01°18.297'N	103°57.333'E
(30)	01°18.297'N	103°58.710'E
(31)	01°18.000'N	103°58.710'E
(32)	01°18.000'N	103°56.573'E
(29)	01°18.297'N	103°57.333'E

Purpose — For harbour tugs, pontoons, barges and other small craft, including fishing vessels.

1.9 Eastern Petroleum B Anchorage (Abbreviated Code: AEPBB) is bounded by a line joining the following geographical positions:

(33)	01°18.000'N	103°56.573'E
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SECOND SCHEDULE — *continued*

(34)	01°18.000'N	103°58.710'E
(35)	01°17.498'N	103°58.710'E
(36)	01°17.498'N	103°56.000'E
(37)	01°17.776'N	103°56.000'E
(33)	01°18.000'N	103°56.573'E

Purpose — For tankers of less than 10,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.10 **Eastern Special Purposes A Anchorage (Abbreviated Code: AESPA)** is bounded by a line joining the following geographical positions:

(38)	01°17.776'N	103°56.000'E
(39)	01°17.498'N	103°56.000'E
(40)	01°17.498'N	103°58.710'E
(41)	01°16.630'N	103°58.710'E
(42)	01°16.630'N	103°55.286'E
(43)	01°17.204'N	103°54.489'E
(38)	01°17.776'N	103°56.000'E

Purpose — For vessels under arrest, damaged vessels, deep draught vessels, vessels requiring repairs, and other vessels with prior permission of the Port Master.

1.11 **Eastern Bunkering C Anchorage (Abbreviated Code: AEBC)** is bounded by a line joining the following geographical positions:

(44)	01°16.630'N	103°55.286'E
(45)	01°16.630'N	103°58.710'E
(46)	01°16.107'N	103°57.682'E
(47)	01°16.107'N	103°56.012'E
(44)	01°16.630'N	103°55.286'E

Purpose — For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels,

SECOND SCHEDULE — *continued*

chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

1.12 **Eastern Anchorage (Abbreviated Code: AEW)** is bounded by a line joining the following geographical positions:

(48)	01°15.038'N	103°51.766'E
(49)	01°15.409'N	103°51.727'E
(50)	01°15.764'N	103°52.212'E
(51)	01°16.028'N	103°52.022'E
(52)	01°16.173'N	103°52.222'E
(53)	01°16.333'N	103°52.107'E
(54)	01°16.563'N	103°52.427'E
(55)	01°16.441'N	103°52.493'E
(56)	01°16.620'N	103°52.716'E
(57)	01°16.680'N	103°52.628'E
(58)	01°17.000'N	103°53.095'E
(59)	01°17.000'N	103°53.911'E
(60)	01°16.112'N	103°54.876'E
(61)	01°14.680'N	103°52.679'E
(62)	01°14.680'N	103°52.179'E
(63)	01°15.066'N	103°52.294'E
(64)	01°15.241'N	103°52.119'E
(65)	01°15.013'N	103°51.795'E
(48)	01°15.038'N	103°51.766'E

Purpose — For general purposes of receiving stores, water and bunkers, and waiting for berth facilities by vessels other than non-gas free petroleum carriers, liquefied natural gas carriers, liquefied petroleum gas carriers and chemical carriers.

1.13 **Eastern Holding C Anchorage (Abbreviated Code: AEHC)** is bounded by a line joining the following geographical positions:

SECOND SCHEDULE — *continued*

(66) 01°15.013'N	103°51.795'E
(67) 01°15.241'N	103°52.119'E
(68) 01°15.066'N	103°52.294'E
(69) 01°14.680'N	103°52.179'E
(66) 01°15.013'N	103°51.795'E

Purpose — For port limit tankers that are waiting to service vessels in Keppel Harbour.

1.14 **Eastern Petroleum A Anchorage (Abbreviated Code: AEPA)** is bounded by a line joining the following geographical positions:

(70) 01°15.430'N	103°53.812'E
(71) 01°16.112'N	103°54.876'E
(72) 01°15.314'N	103°55.743'E
(73) 01°14.684'N	103°54.580'E
(70) 01°15.430'N	103°53.812'E

Purpose — For tankers 20,000 GT and above loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.15 **Eastern Holding A Anchorage (Abbreviated Code: AEHA)** is bounded by a line joining the following geographical positions:

(74) 01°14.684'N	103°54.580'E
(75) 01°15.314'N	103°55.743'E
(76) 01°15.043'N	103°56.037'E
(77) 01°14.684'N	103°55.376'E
(74) 01°14.684'N	103°54.580'E

Purpose — For vessels as directed by the Port Master.

1.16 **Eastern Holding B Anchorage (Abbreviated Code: AEHB)** is bounded by a line joining the following geographical positions:

(78) 01°14.680'N	103°52.679'E
(79) 01°15.122'N	103°53.355'E

SECOND SCHEDULE — *continued*

(80)	01°14.447'N	103°54.062'E
(81)	01°14.000'N	103°53.280'E
(78)	01°14.680'N	103°52.679'E

Purpose — For vessels as directed by the Port Master.

1.17 **Western Quarantine & Immigration Anchorage (Abbreviated Code: AWQI)** is bounded by a line joining the following geographical positions:

(82)	01°13.130'N	103°48.580'E
(83)	01°13.580'N	103°49.592'E
(84)	01°13.147'N	103°49.929'E
(85)	01°12.797'N	103°49.746'E
(86)	01°12.747'N	103°49.029'E
(82)	01°13.130'N	103°48.580'E

Purpose — For vessels requiring quarantine and immigration clearance.

1.18 **Western Anchorage (Abbreviated Code: AWW)** is bounded by a line joining the following geographical positions:

(87)	01°15.020'N	103°47.806'E
(88)	01°15.379'N	103°48.172'E
(89)	01°14.564'N	103°49.098'E
(90)	01°13.580'N	103°49.592'E
(91)	01°13.329'N	103°49.028'E
(87)	01°15.020'N	103°47.806'E

Purpose — For general purposes of receiving stores, water and bunkers, and waiting for berth facilities in the west by vessels other than non-gas free petroleum carriers, liquefied natural gas carriers, liquefied petroleum gas carriers and chemical carriers.

1.19 **Western Petroleum A Anchorage (Abbreviated Code: AWPA)** is bounded by a line joining the following geographical positions:

SECOND SCHEDULE — *continued*

(92) 01°14.545'N	103°47.323'E
(93) 01°15.020'N	103°47.806'E
(94) 01°14.223'N	103°48.383'E
(95) 01°13.951'N	103°47.752'E
(92) 01°14.545'N	103°47.323'E

Purpose — For vessels of 10,000 GT and below loaded with petroleum and non-gas free vessels.

1.20 **Western Holding Anchorage (Abbreviated Code: AWH)** is bounded by a line joining the following geographical positions:

(96) 01°14.345'N	103°47.118'E
(97) 01°14.545'N	103°47.323'E
(98) 01°13.951'N	103°47.752'E
(99) 01°13.823'N	103°47.456'E
(100) 01°14.016'N	103°47.275'E
(96) 01°14.345'N	103°47.118'E

Purpose — For vessels as directed by the Port Master.

1.21 **Western Petroleum B Anchorage (Abbreviated Code: AWPB)** is bounded by a line joining the following geographical positions:

(101) 01°13.823'N	103°47.456'E
(102) 01°14.223'N	103°48.383'E
(103) 01°13.329'N	103°49.028'E
(104) 01°12.981'N	103°48.246'E
(101) 01°13.823'N	103°47.456'E

Purpose — For tankers of 10,000 GT and above but not exceeding 50,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

1.22 **Selat Pauh Anchorage (Abbreviated Code: ASPLU)** is bounded by a line joining the following geographical positions:

(105) 01°13.664'N	103°42.833'E
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SECOND SCHEDULE — *continued*

(106)	01°13.780'N	103°43.047'E
(107)	01°13.480'N	103°43.747'E
(108)	01°13.314'N	103°44.914'E
(109)	01°13.414'N	103°45.463'E
(110)	01°13.180'N	103°45.515'E
(111)	01°12.814'N	103°44.547'E
(112)	01°12.814'N	103°43.563'E
(113)	01°12.922'N	103°43.270'E
(114)	01°13.234'N	103°43.366'E
(105)	01°13.664'N	103°42.833'E

Purpose — For vessels under arrest, laid-up vessels, offshore supply vessels and other vessels with prior permission of the Port Master.

1.23 **Selat Pauh Petroleum Anchorage (Abbreviated Code: ASPP)** is bounded by a line joining the following geographical positions:

(115)	01°13.524'N	103°42.576'E
(116)	01°13.664'N	103°42.833'E
(117)	01°13.234'N	103°43.366'E
(118)	01°12.922'N	103°43.270'E
(119)	01°13.047'N	103°42.930'E
(120)	01°12.991'N	103°42.826'E
(115)	01°13.524'N	103°42.576'E

Purpose — For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Fairway and Pesek Basin or as directed by the Port Master.

1.24 **Raffles Petroleum Anchorage (Abbreviated Code: ARP)** is bounded by a line joining the following geographical positions:

(121)	01°12.046'N	103°44.172'E
(122)	01°12.244'N	103°44.409'E

SECOND SCHEDULE — *continued*

(123)	01°11.805'N	103°45.038'E
(124)	01°11.368'N	103°44.513'E
(121)	01°12.046'N	103°44.172'E

Purpose — For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Fairway and Pesek Basin or as directed by the Port Master.

1.25 **Raffles Reserved Anchorage (Abbreviated Code: ARAFR)** is bounded by a line joining the following geographical positions:

(125)	01°11.368'N	103°44.513'E
(126)	01°11.805'N	103°45.038'E
(127)	01°11.347'N	103°45.697'E
(128)	01°10.397'N	103°45.000'E
(125)	01°11.368'N	103°44.513'E

Purpose — For lash ship operations, vessels requiring emergency repairs, damaged vessels, floating production, storage and offloading vessels and other vessels as directed by the Port Master.

1.26 **Sudong Petroleum Holding Anchorage (Abbreviated Code: ASPH)** is bounded by a line joining the following geographical positions:

(129)	01°10.065'N	103°43.171'E
(130)	01°09.770'N	103°43.394'E
(131)	01°09.713'N	103°43.313'E
(132)	01°09.905'N	103°43.054'E
(129)	01°10.065'N	103°43.171'E

Purpose — For port limit tankers waiting to service vessels at Sudong anchorages.

1.27 **Sudong Bunkering B Anchorage (Abbreviated Code: ASUBB)** is bounded by a line joining the following geographical positions:

(133)	01°10.742'N	103°42.660'E
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SECOND SCHEDULE — *continued*

(134) 01°10.065'N	103°43.171'E
(135) 01°09.905'N	103°43.054'E
(136) 01°10.388'N	103°42.402'E
(133) 01°10.742'N	103°42.660'E

Purpose — For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

1.28 **Sudong Explosive Anchorage (Abbreviated Code: ASUEX)** is bounded by a line joining the following geographical positions:

(137) 01°11.426'N	103°42.144'E
(138) 01°10.742'N	103°42.660'E
(139) 01°10.388'N	103°42.402'E
(140) 01°10.884'N	103°41.732'E
(137) 01°11.426'N	103°42.144'E

Purpose — For vessels and small craft loading or discharging explosives and dangerous goods, vessels in transit with such cargo on board and other vessels as directed by the Port Master.

1.29 **Sudong Special Purpose Anchorage (Abbreviated Code: ASSPU)** is bounded by a line joining the following geographical positions:

(141) 01°11.757'N	103°41.418'E
(142) 01°11.426'N	103°42.144'E
(143) 01°10.884'N	103°41.732'E
(144) 01°11.365'N	103°41.081'E
(141) 01°11.757'N	103°41.418'E

Purpose — For very large crude carriers of 75,000 GT and above requiring immigration clearance and other vessels as directed by the Port Master.

SECOND SCHEDULE — *continued*

- 1.30 **Sudong Bunkering A Anchorage (Abbreviated Code: ASUBA)** is bounded by a line joining the following geographical positions:

(145)	01°12.169'N	103°40.514'E
(146)	01°11.757'N	103°41.418'E
(147)	01°11.365'N	103°41.081'E
(148)	01°11.746'N	103°40.566'E
(149)	01°11.780'N	103°40.436'E
(145)	01°12.169'N	103°40.514'E

Purpose — For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

- 1.31 **Sudong Holding Anchorage (Abbreviated Code: ASH)** is bounded by a line joining the following geographical positions:

(150)	01°12.277'N	103°40.277'E
(151)	01°12.234'N	103°40.372'E
(152)	01°11.823'N	103°40.273'E
(153)	01°11.938'N	103°39.825'E
(150)	01°12.277'N	103°40.277'E

Purpose — Temporary holding anchorage with prior permission of the Port Master.

- 1.32 [*Deleted by S 334/2015 wef 01/06/2015*]

- 1.33 **LNG/LPG/Chemical Gas Carrier Anchorage (Abbreviated Code: ALGAS)** is bounded by a line joining the following geographical positions:

(158)	01°13.807'N	103°37.661'E
(159)	01°14.505'N	103°39.155'E
(160)	01°13.780'N	103°39.501'E
(161)	01°13.064'N	103°38.013'E

SECOND SCHEDULE — *continued*

(158) 01°13.807'N 103°37.661'E

Purpose — For barges, liquefied natural gas carriers, liquefied petroleum gas carriers, non-gas free liquefied natural gas carriers, non-gas free liquefied petroleum gas carriers, non-gas free chemical carriers, chemical tankers and oil tankers requiring immigration clearance.

1.34 **Very Large Crude Carrier Anchorage (Abbreviated Code: AVLCC)** is bounded by a line joining the following geographical positions:

(162) 01°13.289'N 103°38.480'E

(163) 01°13.780'N 103°39.501'E

(164) 01°12.967'N 103°39.478'E

(165) 01°12.641'N 103°38.800'E

(162) 01°13.289'N 103°38.480'E

Purpose — For very large crude carriers loaded with crude oil.

[S 518/2017 wef 18/09/2017]

[S 518/2017 wef 18/09/2017]

THIRD SCHEDULE

Regulations 2 and 45

PROHIBITED ANCHORAGE AREAS, CHANNELS AND FAIRWAYS

1. PROHIBITED ANCHORAGE AREAS

1.1 No vessel shall at any time —

- (a) anchor or lie within 400 metres of any part of the jetty head;
- (b) anchor or lie within 60 metres of any part of the ramp at the Tuas dangerous goods landing jetty; or
- (c) anchor in or lie within any channel or fairway specified in this Schedule.

1.2 Except for the anchorages defined in the Second Schedule, anchoring is prohibited within an area bounded by the mainland coast and a line joining the following geographical positions (position in WGS84):

THIRD SCHEDULE — *continued*

01°08.972'N	103°44.315'E	(point of origin)
01°11.746'N	103°40.566'E	
01°12.906'N	103°36.072'E	
01°15.846'N	103°36.072'E	
01°17.084'N	103°36.400'E	
01°18.854'N	103°36.870'E	
01°18.921'N	103°36.924'E	
01°19.293'N	103°36.969'E	
01°20.459'N	103°37.702'E	
01°21.118'N	103°38.032'E	
01°21.438'N	103°38.157'E	
01°21.774'N	103°38.352'E	
01°22.791'N	103°38.851'E	
01°23.220'N	103°39.077'E	
01°23.472'N	103°39.109'E	
01°24.020'N	103°39.329'E	
01°24.623'N	103°39.734'E	
01°24.940'N	103°40.065'E	
01°25.683'N	103°40.332'E	
01°26.230'N	103°40.898'E	
01°26.388'N	103°41.541'E	
01°26.593'N	103°41.830'E	
01°27.042'N	103°42.123'E	
01°27.443'N	103°42.745'E	
01°27.603'N	103°43.598'E	
01°27.272'N	103°44.286'E	
01°27.018'N	103°44.705'E	
01°26.898'N	103°45.540'E	

THIRD SCHEDULE — *continued*

01°27.158'N	103°46.160'E	(on the western side of the causeway)
01°27.162'N	103°46.165'E	(on the eastern side of the causeway)
01°27.903'N	103°47.326'E	
01°28.585'N	103°48.117'E	
01°28.703'N	103°48.657'E	
01°28.597'N	103°49.227'E	
01°28.375'N	103°49.947'E	
01°27.965'N	103°51.017'E	
01°27.772'N	103°51.417'E	
01°27.528'N	103°51.795'E	
01°27.388'N	103°51.987'E	
01°26.934'N	103°52.399'E	
01°26.104'N	103°53.065'E	
01°25.673'N	103°53.769'E	
01°25.648'N	103°54.662'E	
01°25.596'N	103°54.907'E	
01°25.691'N	103°55.297'E	
01°25.821'N	103°55.901'E	
01°25.824'N	103°56.158'E	
01°25.666'N	103°56.448'E	
01°25.518'N	103°57.048'E	
01°25.461'N	103°57.349'E	
01°25.481'N	103°57.536'E	
01°25.326'N	103°57.904'E	
01°25.313'N	103°58.241'E	

THIRD SCHEDULE — *continued*

01°25.461'N	103°58.691'E
01°25.453'N	103°58.911'E
01°25.491'N	103°59.066'E
01°25.483'N	103°59.238'E
01°25.496'N	103°59.471'E
01°25.418'N	103°59.611'E
01°25.233'N	104°00.068'E
01°26.344'N	104°01.294'E
01°26.629'N	104°02.346'E
01°26.388'N	104°03.343'E
01°26.074'N	104°04.167'E
01°25.851'N	104°04.483'E
01°25.051'N	104°05.203'E
01°24.926'N	104°05.280'E
01°24.743'N	104°05.340'E
01°24.353'N	104°05.455'E
01°23.984'N	104°05.477'E
01°23.651'N	104°05.443'E
01°23.078'N	104°05.268'E
01°22.121'N	104°04.910'E
01°21.446'N	104°04.678'E
01°20.796'N	104°05.012'E
01°17.787'N	104°07.152'E
01°16.295'N	103°58.599'E
01°12.397'N	103°51.397'E
01°10.855'N	103°47.560'E

2. FAIRWAYS AND CHANNELS

THIRD SCHEDULE — *continued*

2.1 The following areas bounded by positions or lines are fairways and channels for the purposes of these Regulations:

2.1.1 **Eastern Fairway is bounded by** a line joining the following geographical positions:

(166)	01°17.204'N	103°54.489'E
(167)	01°16.107'N	103°56.012'E
(168)	01°16.107'N	103°57.682'E
(169)	01°16.630'N	103°58.710'E
(170)	01°16.626'N	103°58.977'E
(171)	01°16.698'N	103°59.341'E
(172)	01°14.960'N	103°56.128'E
(173)	01°17.000'N	103°53.911'E
(166)	01°17.204'N	103°54.489'E

2.1.2 **Eastern Corridor is bounded by** a line joining the following geographical positions:

(174)	01°15.430'N	103°53.812'E
(175)	01°14.322'N	103°54.954'E
(176)	01°14.060'N	103°54.468'E
(177)	01°15.122'N	103°53.355'E
(174)	01°15.430'N	103°53.812'E

2.1.3 **East Keppel Fairway is bounded by** a line joining the following geographical positions:

(178)	01°15.142'N	103°50.917'E
(179)	01°15.038'N	103°51.766'E
(180)	01°15.013'N	103°51.795'E
(181)	01°14.680'N	103°52.179'E
(182)	01°14.680'N	103°52.679'E
(183)	01°13.608'N	103°53.624'E
(184)	01°12.741'N	103°52.032'E
(185)	01°13.340'N	103°51.754'E

THIRD SCHEDULE — *continued*

(186) 01°13.941'N 103°51.495'E

(178) 01°15.142'N 103°50.917'E

2.1.4 **Buran Channel is an area bounded by** a line joining the following geographical positions:

(187) 01°14.924'N 103°51.023'E

(188) 01°14.763'N 103°51.100'E

(189) 01°14.141'N 103°50.347'E

(190) 01°14.046'N 103°50.104'E

(191) 01°14.201'N 103°50.000'E

(192) 01°14.282'N 103°50.317'E

(187) 01°14.924'N 103°51.023'E

2.1.5 **Sisters Fairway is an area bounded by** a line joining the following geographical positions (it shall be bounded by the coastline whenever the line meets the coastline):

(193) 01°13.580'N 103°49.592'E

(194) 01°13.983'N 103°50.192'E

(195) 01°13.729'N 103°50.378'E

(196) 01°13.392'N 103°50.654'E

(197) 01°12.797'N 103°51.113'E

(198) 01°12.548'N 103°50.397'E

(193) 01°13.580'N 103°49.592'E

2.1.6 **Southern Fairway is bounded by** a line joining the following geographical positions:

(199) 01°12.790'N 103°48.425'E

(200) 01°12.548'N 103°50.397'E

(201) 01°12.797'N 103°51.113'E

(202) 01°13.280'N 103°51.782'E

(203) 01°12.741'N 103°52.032'E

(204) 01°12.397'N 103°51.397'E

(205) 01°11.955'N 103°50.299'E

THIRD SCHEDULE — *continued*

(206)	01°12.093'N	103°49.179'E
(207)	01°12.419'N	103°48.773'E
(199)	01°12.790'N	103°48.425'E

2.1.7 **Jong Fairway is bounded by** a line joining the following geographical positions:

(208)	01°14.521'N	103°45.809'E
(209)	01°14.345'N	103°47.118'E
(210)	01°14.016'N	103°47.275'E
(211)	01°13.823'N	103°47.456'E
(212)	01°12.981'N	103°48.246'E
(213)	01°12.419'N	103°48.773'E
(214)	01°12.093'N	103°49.179'E
(215)	01°11.839'N	103°48.358'E
(216)	01°12.152'N	103°48.200'E
(217)	01°14.183'N	103°46.222'E
(208)	01°14.521'N	103°45.809'E

2.1.8 **West Keppel Fairway is bounded by** a line joining the following geographical positions:

(218)	01°15.391'N	103°45.677'E
(219)	01°15.848'N	103°46.366'E
(220)	01°15.523'N	103°46.603'E
(221)	01°15.189'N	103°47.159'E
(222)	01°16.115'N	103°47.707'E
(223)	01°15.746'N	103°48.307'E
(224)	01°15.595'N	103°48.392'E
(225)	01°14.345'N	103°47.118'E
(226)	01°14.521'N	103°45.809'E
(218)	01°15.391'N	103°45.677'E

2.1.9 **East Jurong Channel is bounded by** a line joining the following geographical positions:

THIRD SCHEDULE — *continued*

(227)	01°17.955'N	103°42.713'E
(228)	01°17.948'N	103°43.634'E
(229)	01°17.335'N	103°44.408'E
(230)	01°16.741'N	103°44.895'E
(231)	01°16.087'N	103°45.692'E
(232)	01°15.768'N	103°46.245'E
(233)	01°15.391'N	103°45.677'E
(234)	01°15.881'N	103°45.047'E
(235)	01°16.396'N	103°44.777'E
(236)	01°16.551'N	103°44.741'E
(237)	01°17.017'N	103°44.286'E
(238)	01°17.688'N	103°43.439'E
(239)	01°17.696'N	103°42.866'E
(240)	01°17.687'N	103°42.710'E
(227)	01°17.955'N	103°42.713'E

2.1.10 **West Jurong Channel is bounded by** a line joining the following geographical positions:

(241)	01°16.028'N	103°38.429'E
(242)	01°16.368'N	103°38.698'E
(243)	01°16.910'N	103°39.767'E
(243a)	01°17.153'N	103°40.112'E
(244)	01°17.608'N	103°40.701'E
(245)	01°17.797'N	103°41.098'E
(246)	01°17.910'N	103°41.848'E
(247)	01°17.964'N	103°42.682'E
(248)	01°17.685'N	103°42.679'E
(249)	01°17.621'N	103°41.596'E
(250)	01°17.413'N	103°40.892'E
(250a)	01°16.937'N	103°40.275'E

THIRD SCHEDULE — *continued*

(251)	01°16.674'N	103°39.903'E
(252)	01°16.435'N	103°39.433'E
(253)	01°15.922'N	103°39.077'E
(241)	01°16.028'N	103°38.429'E

2.1.11 **Temasek Fairway is bounded by** a line joining the following geographical positions:

(254)	01°16.121'N	103°39.216'E
(255)	01°15.627'N	103°39.216'E
(256)	01°13.084'N	103°40.433'E
(257)	01°12.729'N	103°39.472'E
(258)	01°13.780'N	103°39.501'E
(258a)	01°15.440'N	103°38.709'E
(258b)	01°16.374'N	103°38.709'E
(254)	01°16.121'N	103°39.216'E

[S 334/2015 wef 01/06/2015]

2.1.12 **Sinki Fairway is bounded by** a line joining the following geographical positions:

(259)	01°12.317'N	103°38.355'E
(260)	01°13.152'N	103°40.617'E
(261)	01°14.974'N	103°42.403'E
(262)	01°15.639'N	103°43.817'E
(263)	01°16.396'N	103°44.777'E
(264)	01°15.881'N	103°45.047'E
(265)	01°15.355'N	103°44.044'E
(266)	01°15.208'N	103°45.090'E
(267)	01°15.284'N	103°45.572'E
(268)	01°15.391'N	103°45.677'E
(269)	01°14.521'N	103°45.809'E
(270)	01°14.215'N	103°43.597'E

THIRD SCHEDULE — *continued*

(271) 01°11.972'N	103°39.690'E
(259) 01°12.317'N	103°38.355'E.

[S 172/2012 wef 01/06/2012]

FOURTH SCHEDULE

Regulation 49A

49-METRE HEIGHT RESTRICTED AREA

No vessel whose height exceeds 49 metres may enter, transit or anchor in the 49-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°18.297'N	103°56.514'E
1°18.297'N	103°56.707'E
1°17.497'N	103°58.978'E
1°17.647'N	104°01.095'E
1°17.154'N	104°01.664'E
1°16.626'N	103°58.978'E
1°16.629'N	103°56.514'E
1°18.297'N	103°56.514'E

thence to the point of origin.

30-METRE HEIGHT RESTRICTED AREA

No vessel whose height exceeds 30 metres may enter, transit or anchor in the 30-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°18.181'N	103°57.036'E
1°18.297'N	103°57.333'E
1°18.297'N	103°59.853'E
1°17.647'N	104°01.095'E

FOURTH SCHEDULE — *continued*

1°17.497'N	103°58.978'E
1°18.181'N	103°57.036'E

15-METRE HEIGHT RESTRICTED AREA

No vessel whose height exceeds 15 metres may enter, transit or anchor in the 15-metre height restricted area which is bounded by a line joining the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
1°23.344'N	103°59.937'E
1°23.196'N	104°00.296'E
1°21.096'N	104°03.013'E
1°19.480'N	104°02.113'E
1°19.487'N	104°02.375'E
1°18.139'N	104°02.410'E
1°18.111'N	104°01.352'E
1°17.647'N	104°01.095'E
1°18.297'N	103°59.853'E
1°18.297'N	103°57.333'E
1°18.181'N	103°57.036'E
1°18.429'N	103°56.330'E

thence in the eastward direction along the coastline to the point of origin.

[S 518/2017 wef 18/09/2017]

LEGISLATIVE HISTORY
MARITIME AND PORT AUTHORITY OF SINGAPORE
(PORT) REGULATIONS
(CHAPTER 170A, RG 7)

This Legislative History is provided for the convenience of users of the Maritime and Port Authority of Singapore (Port) Regulations. It is not part of these Regulations.

1. G. N. No. S 187/1997 — Maritime and Port Authority of Singapore (Port) Regulations 1997

Date of commencement : 9 April 1997

2. 2000 Revised Edition — Maritime and Port Authority of Singapore (Port) Regulations

Date of operation : 30 April 2000

3. G. N. No. S 215/2004 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2004

Date of commencement : 1 July 2004

4. G. N. No. S 661/2004 — Maritime and Port Authority of Singapore (Port) (Amendment No. 2) Regulations 2004

Date of commencement : 1 January 2005

5. G. N. No. S 26/2005 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2005

Date of commencement : 31 January 2005

6. G. N. No. S 472/2005 — Maritime and Port Authority of Singapore (Port) (Amendment No. 2) Regulations 2005

Date of commencement : 20 July 2005

7. G. N. No. S 679/2011 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2011

Date of commencement : 1 January 2012

8. G. N. No. S 172/2012 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2012

Date of commencement : 1 June 2012

9. G. N. No. S 334/2015 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2015

Date of commencement : 1 June 2015