

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

MARITIME AND PORT AUTHORITY OF SINGAPORE  
(PORT) REGULATIONS

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[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);

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

“control centre” means any communication centre or any station, the purpose of which is to aid the direction, or control, of movements of shipping;

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

“Cruise Bay” means the area of the port bounded by a line joining the position in 1°15.594'N 103°48.425'E on the coast of Tanjong Rimau to the position in 1°15.756'N 103°48.323'E on the coast of Tanjong Berlayer, thence eastward along the mainland coast to the position in 1°15.882'N 103°48.392'E, thence by a line to position 1°15.879'N 103°48.604'E, thence eastward along the mainland coast to the position in 1°15.784'N 103°49.395'E on the mainland coast, thence southward along the western side of the road link between the mainland coast and the Sentosa coast to the position in 1°15.454'N 103°49.384'E on the northern coast of Sentosa, thence westward along the northern coast of Sentosa to the point of origin in position 1°15.594'N 103°48.425'E at Tanjong Rimau;

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

*[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]*

“designated control centre” means any control centre designated by the Authority to receive and transmit telecommunications by radio for the purposes of these Regulations;

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

“GT” means the gross tonnage of a vessel —

(a) as determined in accordance with the provisions of the International Convention on Tonnage Measurements for Ships, where the vessel has an International Tonnage Certificate (ITC 69) issued under that Convention; or

(b) in any other case, as stated in the vessel’s certificate of registry;

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

*[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;

“IMDG Code” means the International Maritime Dangerous Goods Code issued by the International Maritime Organisation and such amendments to the Code from time to time as may be adopted by Singapore;

*[S 109/2018 wef 01/03/2018]*

“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]*

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

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

“length”, in relation to any vessel, means the length overall of the vessel;

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

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

“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 naptha; and

(b) any like flammable liquid, whether —

(i) a natural product;

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

(ii) a product made from petroleum, coal, schist, shale or any other bituminous substance; or

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

(iii) a by-product of any substance mentioned in sub-paragraph (i) or (ii);

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

“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]*

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

“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.

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

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

### **Information required by Port Master or Authority prior to arrival or departure of vessel or while vessel is in port**

3.—(1) The owner, agent, master or person-in-charge of a vessel entering or leaving the port must —

- (a) prior to the arrival or departure of the vessel; or

- (b) if the vessel is within the port, prior to any movement of the vessel,

inform the Port Master or the Authority, in the manner determined by the Port Master or the Authority (as the case may be), of the particulars of the vessel including its type, draught, length, beam, height and manoeuvring characteristics, the peculiarities of the vessel and any abnormal circumstances of the vessel which may affect its safe navigation.

(2) The master or person-in-charge of any vessel required to be under pilotage must, prior to the movement of the vessel, give the pilot information as to the type of vessel, its draught, length, beam and height, its manoeuvring characteristics, the peculiarities of the vessel and any abnormal circumstances of the vessel which may affect its safe navigation.

(3) The owner, agent, master or person-in-charge of a vessel must inform the Port Master —

- (a) of the estimated time of arrival or departure of the vessel; and  
(b) while the vessel is in the port, of the position of the vessel.

(4) The owner, agent, master or person-in-charge of a vessel must give the Port Master or the Authority all the information the Port Master or the Authority may reasonably require relating to the cargo on board, to be loaded on, or to be discharged from, the vessel.

(5) If the Port Master or the Authority, or a pilot, is not satisfied with the information provided under paragraph (1) or (2) respectively, the owner, agent, master or person-in-charge of the vessel must —

- (a) immediately ascertain the accuracy of the information required; and  
(b) if the information relates to the height of the vessel, measure the height of the vessel, if necessary.

(6) In the case of a tow, the information required under paragraph (1) or (2) must be provided by the owner, agent, master or person-in-charge of the tow.

(7) Any owner, agent, master or person-in-charge of a vessel who contravenes paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$10,000.

(8) Any owner, agent, master or person-in-charge of a vessel who contravenes paragraph (3) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000.

(9) For the purposes of paragraphs (7) and (8), an owner, agent, master or person-in-charge of a vessel does not contravene paragraph (1), (2) or (3) if that owner, agent, master or person-in-charge of that vessel knew that the information required had been provided by another person in compliance with paragraph (1), (2) or (3), as the case may be.

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

### **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.

*[S 679/2011 wef 01/01/2012]*

### **Change of ownership or agency**

4.—(1) The owner or agent of a vessel who informs or represents to the Port Master or the Authority, whether personally or through any agent, that the person is the owner or agent of the vessel must inform the Port Master or the Authority, as the case may be, immediately of any change of ownership or agency that occurs while the vessel is in the port.

(2) Where the owner or agent of a vessel fails to comply with paragraph (1), the owner or agent is liable, despite the change of

ownership or agency, to pay to the Authority any dues, rates, charges and fees that an owner or agent of a vessel, as the case may be, is liable to pay under any written law until such time that the owner or agent informs the Authority of the change of ownership or agency.

(3) Nothing in this regulation affects the liability of a new owner or agent to pay any dues, rates, charges and fees that an owner or agent of a vessel, as the case may be, is liable to pay under any written law but the Authority is not entitled to recover the same set of dues, rates, charges and fees twice.

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

## 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;

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

(ii) before any further application for port clearance is made; and

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

(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]*

(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]*

**13.** *[Deleted by 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]*

(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]*

(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]*

### 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]*

(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;

*[S 472/2005 wef 20/07/2005]*

“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.

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

### **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]*

(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 472/2005 wef 20/07/2005]*

*[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]*

(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]*

- (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]*

- (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]*

(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]*

### **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 472/2005 wef 20/07/2005]*

*[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 472/2005 wef 20/07/2005]*

*[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]*

(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]*

(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]*

### **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]*

### **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]*

## **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]*

#### **Restricted entry into Cruise Bay, Keppel Harbour, East Johor Strait, Damar Laut Basin, Jurong River and West Jurong Sector**

29.—(1) No person may cause or permit a vessel the GT of which is 300 or more, or the height or length of which is 30 metres or more, to enter, manoeuvre within, or leave Cruise Bay, Keppel Harbour, East Johore Strait, Damar Laut Basin, Jurong River or West Jurong Sector without —

- (a) notifying a designated control centre of the person's intention to do so; and
- (b) obtaining the necessary permission from the designated control centre for the vessel to enter, manoeuvre within, or leave, as the case may be, the area concerned.

(2) For the purpose of this regulation, where a tow astern is involved, the total length of a towing vessel and the vessel or vessels under tow is to be considered as the length of the towing vessel.

(3) 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.

(4) In this regulation —

“Keppel Harbour” means the area of the port bounded by the eastern side of the road link along Brani Causeway joining the position 1°15.611'N 103°49.464'E on Pulau Brani coast to the position 1°15.784'N 103°49.446'E on the mainland coast, thence eastward along the mainland coast to Marina South Pier in position 1°16.196'N 103°51.773'E thence by a line to position 1°15.702'N 103°52.126'E thence by a line to position 1°15.409'N 103°51.727'E thence by a line to position 1°15.037'N 103°51.766'E thence by a line to position 1°15.142'N 103°50.918'E thence by a line to position 1°15.190'N 103°50.793'E thence by a line to position 1°15.237'N 103°50.541'E thence by a line to position 1°15.418'N 103°50.411'E on Pulau Brani coast thence northeastward along the southeastern coast and thence westward along the northern coast of Pulau Brani to the point of origin in position 1°15.611'N 103°49.464'E;

“West Jurong Sector” means the area of the port bounded by the position 01°13.338'N 103°40.426'E on the coast of Jurong Island thence by a line to position 01°12.099'N 103°39.208'E thence by a line to position 01°12.507'N 103°37.630'E thence by a line to position 01°12.772'N 103°37.676'E on the mainland coast thence along the mainland coast to the Jurong Island Highway thence along the western side of the Jurong Island Highway to the coast of Jurong Island thence along the Jurong Island coast to the point of origin in position 01°13.338'N 103°40.426'E.

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

### **Restricted navigation under bridges**

**29A.**—(1) Subject to paragraph (2), no person may cause or permit a vessel to pass under any bridge specified in the Fifth Schedule except in accordance with the conditions set out in that Schedule.

(2) No person may cause or permit a vessel to enter or transit within the navigational channel under the Second Crossing Bridge at Tuas without the prior written permission of the Port Master if the vessel is more than 10 metres in height or more than 15 metres in beam.

(3) Any person who contravenes paragraph (1) or (2) 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.

[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]

**32.** [Deleted by 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]*

(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]*

## 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]*

## 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 26/2005 wef 31/01/2005]*

*[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]*

### **Places for embarkation and disembarkation of passengers**

**42A.** No person may use any place, or cause or permit any place to be used by vessels, for the embarkation or disembarkation of passengers, unless —

- (a) not less than the number of lifebuoys as specified by the Port Master are maintained at such place;
- (b) such place is adequately illuminated from sunset to sunrise and when visibility is poor or restricted, to allow for —
  - (i) the safe embarkation and disembarkation of passengers; and
  - (ii) the safe navigation of vessels in the vicinity;
- (c) safe mooring for vessels is provided at such place; and
- (d) such fitting or equipment as specified by the Authority is installed at such place.

*[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.

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

(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;

*[S 860/2018 wef 26/12/2018]*

(aa) which anchors within the prohibited anchorage area specified in paragraph 1.2 of the Third Schedule; or

*[S 860/2018 wef 26/12/2018]*

(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 \$20,000 and, in the case of a continuing offence, to a further fine not exceeding \$2,000 for every day or part of a day during which the offence continues after conviction.

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

*[S 860/2018 wef 26/12/2018]*

### **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 172/2012 wef 01/06/2012]*

*[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 Cruise Bay**

**49.—**(1) A person must not cause or permit a vessel exceeding 50 metres in height to enter or remain in the Cruise Bay.

*[S 479/2020 wef 01/07/2020]*

(2) A person must not cause or permit a vessel in the Cruise Bay to be modified to attain a height exceeding 50 metres.

*[S 479/2020 wef 01/07/2020]*

(3) Subject to paragraph (2), the owner, agent, master or person-in-charge of a vessel which is to be modified to attain a height exceeding 48 metres while the vessel is within the Cruise Bay must —

- (a) prior to the modification give the Port Master written notice of the intention to modify the vessel; and
- (b) comply with such conditions as the Port Master may impose on the modifications or the movement of the vessel.

(4) Subject to paragraph (1), no person may cause or permit a vessel exceeding 48 metres in height to enter, manoeuvre within, or leave the Cruise Bay unless the owner, agent, master or person-in-charge of the vessel obtains the prior written approval of the Port Master and complies with such conditions as the Port Master may impose.

(5) Any person who contravenes this regulation 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 of a day during which the offence continues after conviction.

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

### **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.

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

## 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]*

**51.** *[Deleted by 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]*

**55.** *[Deleted by 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]*

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

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

### **Conditions for towing**

**59.**—(1) Subject to paragraph (2), no person may cause or permit a vessel or object to be towed in the port unless —

- (a) the approval of the Port Master is obtained and the towage is in accordance with any conditions that the Port Master may impose as may be necessary for the safety of navigation in the port; or
- (b) the towage is carried out in accordance with a public licence granted by the Authority under section 81 of the

Act or an exemption granted by the Authority under section 118 of the Act.

(2) Except with the approval of the Port Master, no person may cause or permit a vessel to be towed in the Western Sector between 7 p.m. and 6.30 a.m. the following morning.

(3) An approval of the Port Master mentioned in paragraph (1)(a) or (2) may be granted for a specific voyage or for a period of time.

(4) In this regulation, “Western Sector” means the area of the port bounded by a line joining the position in 1°15.784'N 103°49.395'E on the mainland coast at Cruise Bay, thence southward along the western side of the road link between the mainland coast and Sentosa coast to a point in position 1°15.454'N 103°49.383'E on the northern coast of Sentosa, thence westward along the coast of Sentosa to a point in position 1°14.273'N 103°49.955'E, thence by a straight line to a point in position 1°13.978'N 103°50.186'E on the coast of Pulau Tekukor, thence along the western coast of Pulau Tekukor to a point in position 1°13.714'N 103°50.367'E, thence by a straight line to a point in position 1°13.337'N 103°50.587'E on the coast of Pulau Sakijang Bendera, thence along the western coast of Pulau Sakijang Bendera to a point in position at 1°12.898'N 103°50.963'E, thence by a straight line to a point along the Singapore Port Limit in position 1°12.396'N 103°51.397'E, thence westward along the Singapore Port Limit to a point in position 1°16.981'N 103°36.370'E, thence by a straight line to the mainland coast at Tuas View in position 1°17.446'N 103°37.149'E, thence along the coast of Singapore to the point of origin in position 1°15.784'N 103°49.395'E at Cruise Bay.

[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]*

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

- (a) *[Deleted by S 15/2021 wef 15/01/2021]*

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

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

- (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]*

### **Waterfront facility from which shore-based personnel depart**

**61A.**—(1) A person who has the possession and management of any waterfront facility from which any shore-based personnel may leave, by harbour craft, to board a relevant vessel within the port must not allow an individual to so leave the waterfront facility in order to board that relevant vessel if the person knows, or ought reasonably to know, that the individual is shore-based personnel and —

- (a) the person knows, or ought reasonably to know, that the individual —
  - (i) has a specified symptom or is otherwise physically unwell; or
  - (ii) does not have such proof of the individual's health and unlikelihood of the individual's exposure to infectious diseases as the Port Master requires as to be necessary to ensure the health and safety of the passengers and members of the crew of the relevant vessel; or
- (b) the person intentionally or negligently does not inspect or otherwise ascertain whether the individual —

- (i) has a specified symptom or is otherwise physically unwell; or
- (ii) has proof of the individual's health and unlikelihood of the individual's exposure to infectious diseases as the Port Master requires as to be necessary to ensure the health and safety of the passengers and members of the crew of the relevant vessel.

(2) A person who has the possession and management of any waterfront facility from which a shore-based personnel may leave, by harbour craft, to board a relevant vessel within the port must, as far as is reasonably practicable, establish and apply appropriate procedures and controls (jointly with another or otherwise) that enable or facilitate contact tracing of every shore-based personnel who so leaves the waterfront facility in order to board that relevant vessel.

*[S 15/2021 wef 15/01/2021]*

### **Boarding of vessels by shore-based personnel**

**61B.**—(1) Despite the consent of the master of a relevant vessel within the port, an individual who is a shore-based personnel must not intentionally board the relevant vessel if the individual —

- (a) has any specified symptom or is otherwise physically unwell;
- (b) knows that he or she does not have such proof of his or her health and unlikelihood of his or her exposure to infectious diseases as the Port Master requires as to be necessary to ensure the health and safety of the passengers and members of the crew of the relevant vessel; or
- (c) knowingly or negligently failed, before boarding the relevant vessel, to comply with any procedure or measure that is published by the Port Master so as to enable or facilitate contact tracing of shore-based personnel.

(2) The owner, agent and master of a relevant vessel within the port must not intentionally or negligently allow an individual who is a shore-based personnel to board the relevant vessel if the individual —

- (a) exhibits any specified symptom or is visibly otherwise physically unwell; or
  - (b) does not produce to the owner, agent or master such proof of the individual's health and unlikelihood of the individual's exposure to infectious diseases as the Port Master requires as to be necessary to ensure the health and safety of the passengers and members of the crew of the relevant vessel.
- (3) The owner, agent and master of a relevant vessel within the port must take the following measures when any shore-based personnel is on board the relevant vessel:
- (a) as far as is reasonably practicable, minimise physical interaction between the shore-based personnel and any of the passengers and members of the crew of the relevant vessel on board;
  - (b) establish and apply procedures and adequate controls to comply with any procedures and measures that are published by the Port Master so as —
    - (i) to enable or facilitate contact tracing of every shore-based personnel boarding the relevant vessel when within the port;
    - (ii) to manage and control the significant risks to the incidence and transmission of any infectious disease in the community in Singapore associated with shore-based personnel boarding relevant vessels for work or at work on relevant vessels and returning to the community; or
    - (iii) to ensure the health and safety of the passengers and members of the crew of the vessel on board.
- (4) An individual who is a shore-based personnel must, after boarding a relevant vessel and when on board the relevant vessel —
- (a) as far as is reasonably practicable, minimise physical interaction between himself or herself and any of the

passengers and members of the crew of the vessel on board;

- (b) as far as is reasonably practicable, ensure that there is a distance of at least one metre between himself or herself and any other individual on board;
- (c) wear an appropriate level of personal protection equipment when he or she is carrying out his or her duties as a shore-based personnel on board;
- (d) not remain on board for a longer period than necessary to discharge his or her duties as a shore-based personnel, and not in any case stay on board overnight;
- (e) not consume any food or drink from the ships' stores;
- (f) not convene or take part in any gathering when on board except where necessary or in the course of the performance of his or her duties as a shore-based personnel; and
- (g) comply with any other appropriate procedures and measures that are published by the Port Master so as —
  - (i) to manage and control the significant risks to the incidence and transmission of any infectious disease in the community in Singapore associated with shore-based personnel boarding relevant vessels for work or at work on relevant vessels and returning to the community; and
  - (ii) to ensure the health and safety of the passengers and members of the crew of the vessel on board.

*[S 15/2021 wef 15/01/2021]*

### **Supplementary interpretive provisions**

**61C.—(1)** In regulations 61A and 61B, unless the context otherwise requires —

“contact tracing” means the process of identifying individuals who have been in contact with an individual who has an infectious disease;

“member of the crew of a vessel” means an individual employed or engaged in any capacity on board the vessel but does not include an individual temporarily employed on board when the vessel is in a port;

“relevant vessel” means a vessel that is not exhibiting the appropriate quarantine signals;

“shore-based personnel”, in relation to a relevant vessel, means an individual who is not a passenger or a member of the crew of the vessel and —

- (a) is delivering goods or performing services connected to the business of the vessel;
- (b) is providing any service to any passenger or member of the crew of the vessel on board the vessel; or
- (c) is effecting the arrest or detention of a vessel or service of any other legal process,

whether or not a contractor or an employee or agent of the owner or agent of the relevant vessel;

“specified symptom” means any of the following symptoms:

- (a) coughing;
- (b) sneezing;
- (c) breathlessness;
- (d) a runny nose;
- (e) loss of sense of smell or anosmia.

(2) Regulations 61A and 61B do not apply to prevent or restrict —

- (a) the Government or any public body doing or omitting to do anything in the performance of any function, the exercise of any power or the discharge of any duty of the Government or public body (as the case may be) under law; or
- (b) any individual acting under the authority or direction of the Government or any public body in the performance of any function, the exercise of any power or the discharge of any

duty of the Government or public body (as the case may be) under law.

*[S 15/2021 wef 15/01/2021]*

## 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

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

**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.

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

**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.

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

### **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.

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

(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]*

(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 —
  - (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

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

- (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.

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

### **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;

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

- (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.

(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.

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

### **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.

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

### **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.

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

## PART XVB PROVISION OF FERRY SERVICES

*[S 661/2004 wef 01/01/2005]*

### **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.

*[S 661/2004 wef 01/01/2005]*

### **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 661/2004 wef 01/01/2005]*

*[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]*

(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]*

### **Emission of smoke**

**66.** No person may cause smoke, soot, ash or grit to be emitted from a vessel in such quantity or density as may, in the opinion of the Authority, be a nuisance.

*[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.

(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.

### **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.

(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.

(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).

### **Responsibility of owner, agent, master or person-in-charge to comply with these Regulations**

**76.** Despite anything contained in these Regulations, the owner, agent, master or person-in-charge of any vessel is at all times responsible for the due observance of and compliance with these Regulations insofar as the same relate to the vessel.

*[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.



## **Penalty**

**78.**—(1) Any person who —

- (a) without lawful excuse fails to comply with the requirements of any notice served on the person; or
- (b) contravenes regulation 3(4), (5) or (6), 5(1) or (2), 6, 8, 10, 12, 14(1), 15(1) or (2), 16(1) or (2), 17(3), 18, 19(1), 21(1), (2) or (3), 22(1), (3) or (4), 25(1) or (2), 31(1), 33(1) or (2), 34, 35(1) or (2), 37, 38, 39(1), (2) or (4), 40, 41, 42(2), (3), (4) or (5), 42A, 44, 46, 47(1) or (2), 48, 50(1) or (3), 52, 53, 54(1), (3) or (4), 56(1), 59(1) or (2), 60(1), 62(1), (2) or (3), 63, 63G(1), 65, 66, 67, 68, 69, 70, 71(1), 73(1), 74 or 75(1), (2) or (3),

*[S 15/2021 wef 15/01/2021]*

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 the day during which the offence continues after conviction.

*[S 15/2021 wef 15/01/2021]*

(2) Any person who contravenes regulation 61(1), (2) or (3), 61A(1) or (2), or 61B(1), (2), (3) or (4) shall be guilty of an offence and shall be liable on conviction —

- (a) to a fine not exceeding \$10,000 or to imprisonment for a term not exceeding 3 months or to both; and
- (b) in the case of a second or subsequent offence, to a fine not exceeding \$20,000 or to imprisonment for a term not exceeding 6 months or to both.

*[S 15/2021 wef 15/01/2021]*

## **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]*

**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**

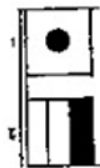
Regulations 8, 17(1) and 18

**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)

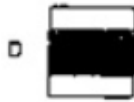


FIRST SCHEDULE — *continued*

- |   |  |  |
|---|--|--|
| 5. I request Immigration Clearance. (Carrying passengers)   |  |  |
| 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.  |  |  |

FIRST SCHEDULE — *continued*

12. Manoeuvring with difficulty. Keep clear.



13. I require a Pilot.



14. I have a Pilot on board.



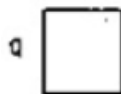
15. I am exempted from compulsory Pilotage.



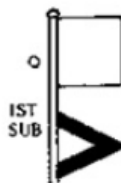
16. Sailing within 24 hours.



17. I request free pratique.



18. I require Health clearance.

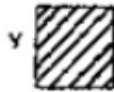


FIRST SCHEDULE — *continued*

19. I require assistance.



20. I am dragging anchor.



21. My vessel is turning short round.



22. In danger of sinking.



23. I require tug urgently.

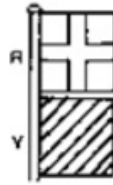


24. My anchor is foul.



FIRST SCHEDULE — *continued*

25. Proceed at slow speed when passing me.



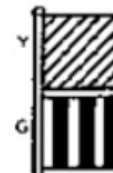
26. I am undergoing sea trials.



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.

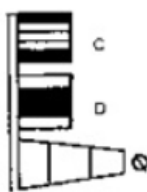


Black cone over cylinder.

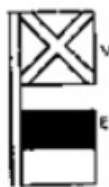
Flashing Isophase White X every 10 seconds.

FIRST SCHEDULE — *continued*

30. I require fresh water.



31. My vessel is being fumigated by toxic gas.



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

33. Sound Signals

*Details*

*Diagram*

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

*Details*

*Diagram*

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



FIRST SCHEDULE — *continued*

Tow or push to port (of vessel)	2 short blasts	
Tow directly ahead of vessel or start pushing	One long blast	
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.



FIRST SCHEDULE — *continued*

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.

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

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

SECOND SCHEDULE — *continued*

**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:

(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.

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

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

SECOND SCHEDULE — *continued*

**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
(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.

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

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.

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

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

SECOND SCHEDULE — *continued*

(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

(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.

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

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, chemical tankers without

SECOND SCHEDULE — *continued*

hazardous cargo, and other vessels with prior permission of the Port Master.

*[S 109/2018 wef 01/03/2018]*

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

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

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

SECOND SCHEDULE — *continued*

(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:

(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.

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

SECOND SCHEDULE — *continued*

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
(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:

SECOND SCHEDULE — *continued*

(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:

(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.

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

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.



SECOND SCHEDULE — *continued*

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.

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

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
(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.

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

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
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SECOND SCHEDULE — *continued*

(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
(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

SECOND SCHEDULE — *continued*

repairs, damaged vessels, floating production, storage and offloading vessels and other vessels as directed by the Port Master.

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

- 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, and barges requiring immigration clearance.

*[S 109/2018 wef 01/03/2018]*

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

(133) 01°10.742'N	103°42.660'E
(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 and small craft loading or discharging Class 1 explosives as specified in the IMDG Code, vessels in transit with such cargo on board, and other vessels as directed by the Port Master.

*[S 109/2018 wef 01/03/2018]*

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

(137) 01°10.388'N	103°42.402'E
(138) 01°10.742'N	103°42.660'E

SECOND SCHEDULE — *continued*

(139) 01°11.426'N	103°42.144'E
(140) 01°12.169'N	103°40.514'E
(141) 01°11.780'N	103°40.436'E
(142) 01°11.746'N	103°40.566'E
(137) 01°10.388'N	103°42.402'E

**Purpose** — For vessels as directed by the Port Master and the following vessels requiring immigration clearance:

- (a) liquefied natural gas carriers;
- (b) liquefied petroleum gas carriers;
- (c) non-gas free liquefied natural gas carriers;
- (d) non-gas free liquefied petroleum gas carriers;
- (e) non-gas free chemical tankers;
- (f) chemical tankers with hazardous cargo;
- (g) oil tankers.

*[S 109/2018 wef 01/03/2018]*

1.29 *[Deleted by S 109/2018 wef 01/03/2018]*

1.30 *[Deleted by S 109/2018 wef 01/03/2018]*

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]*

SECOND SCHEDULE — *continued*

1.33 [Deleted by S 109/2018 wef 01/03/2018]

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 172/2012 wef 01/06/2012]*

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

*[S 109/2018 wef 01/03/2018]*

THIRD SCHEDULE

Regulations 2 and 45

PROHIBITED ANCHORAGE AREAS, CHANNELS AND FAIRWAYS

1. PROHIBITED ANCHORAGE AREAS

1.1 No vessel may 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.

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

1.2 The prohibited anchorage area is the area bounded by the mainland coast and a line joining the following geographical positions (position in WGS84), excluding the anchorages defined in the Second Schedule:

01°08.972'N	103°44.315'E	(point of origin)
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THIRD SCHEDULE — *continued*

01°11.746'N	103°40.566'E
01°12.906'N	103°36.072'E
[Suspended]	[Suspended]
[Suspended]	[Suspended]
[Suspended]	[Suspended]
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

THIRD SCHEDULE — *continued*

01°26.898'N	103°45.540'E	
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	

THIRD SCHEDULE — *continued*

01°25.313'N	103°58.241'E
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

*[S 860/2018 wef 26/12/2018]**[S 302/2019 wef 08/04/2019]*



THIRD SCHEDULE — *continued*

2. FAIRWAYS AND CHANNELS

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°58.978'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

THIRD SCHEDULE — *continued*

(185)	01°13.340'N	103°51.754'E
(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 is bounded by the coastline whenever the line meets the coastline):

(193)	01°12.767'N	103°51.028'E
(194)	01°12.803'N	103°51.002'E
(195)	01°13.016'N	103°50.845'E
(196)	01°13.141'N	103°50.721'E
(197)	01°13.216'N	103°50.643'E
(198)	01°13.289'N	103°50.582'E
(199)	01°13.381'N	103°50.545'E
(200)	01°13.438'N	103°50.615'E
(201)	01°13.726'N	103°50.380'E
(202)	01°13.715'N	103°50.373'E
(203)	01°13.705'N	103°50.336'E
(204)	01°13.845'N	103°50.178'E
(205)	01°13.946'N	103°50.137'E
(206)	01°13.580'N	103°49.592'E
(207)	01°13.147'N	103°49.929'E

THIRD SCHEDULE — *continued*

(208)	01°13.040'N	103°50.013'E
(209)	01°12.959'N	103°50.078'E
(210)	01°12.924'N	103°50.164'E
(211)	01°12.881'N	103°50.182'E
(212)	01°12.842'N	103°50.198'E
(213)	01°12.775'N	103°50.220'E
(214)	01°12.548'N	103°50.397'E
(193)	01°12.767'N	103°51.028'E

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

(215)	01°12.790'N	103°48.425'E
(216)	01°12.548'N	103°50.397'E
(217)	01°12.797'N	103°51.113'E
(218)	01°13.280'N	103°51.782'E
(219)	01°12.741'N	103°52.032'E
(220)	01°12.397'N	103°51.397'E
(221)	01°11.955'N	103°50.299'E
(222)	01°12.093'N	103°49.179'E
(223)	01°12.419'N	103°48.773'E
(215)	01°12.790'N	103°48.425'E

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

(224)	01°14.521'N	103°45.809'E
(225)	01°14.345'N	103°47.118'E
(226)	01°14.016'N	103°47.275'E
(227)	01°13.823'N	103°47.456'E
(228)	01°12.981'N	103°48.246'E
(229)	01°12.419'N	103°48.773'E
(230)	01°12.093'N	103°49.179'E

THIRD SCHEDULE — *continued*

(231)	01°11.839'N	103°48.358'E
(232)	01°12.152'N	103°48.200'E
(233)	01°14.183'N	103°46.222'E
(224)	01°14.521'N	103°45.809'E

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

(234)	01°15.740'N	103°48.310'E
(235)	01°15.797'N	103°48.213'E
(236)	01°15.027'N	103°47.429'E
(237)	01°15.751'N	103°46.216'E
(238)	01°15.389'N	103°45.677'E
(239)	01°14.521'N	103°45.807'E
(240)	01°14.346'N	103°47.121'E
(241)	01°15.594'N	103°48.393'E
(234)	01°15.740'N	103°48.310'E

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

(242)	01°17.955'N	103°42.713'E
(243)	01°17.948'N	103°43.634'E
(244)	01°17.335'N	103°44.408'E
(245)	01°16.741'N	103°44.895'E
(246)	01°16.087'N	103°45.692'E
(247)	01°15.768'N	103°46.245'E
(248)	01°15.391'N	103°45.677'E
(249)	01°15.881'N	103°45.047'E
(250)	01°16.396'N	103°44.777'E
(251)	01°16.551'N	103°44.741'E
(252)	01°17.017'N	103°44.286'E
(253)	01°17.688'N	103°43.439'E

THIRD SCHEDULE — *continued*

(254)	01°17.696'N	103°42.866'E
(255)	01°17.687'N	103°42.710'E
(242)	01°17.955'N	103°42.713'E

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

(256)	01°16.028'N	103°38.429'E
(257)	01°16.368'N	103°38.698'E
(258)	01°16.910'N	103°39.767'E
(259)	01°17.153'N	103°40.112'E
(260)	01°17.608'N	103°40.701'E
(261)	01°17.797'N	103°41.098'E
(262)	01°17.910'N	103°41.848'E
(263)	01°17.964'N	103°42.682'E
(264)	01°17.685'N	103°42.679'E
(265)	01°17.621'N	103°41.596'E
(266)	01°17.413'N	103°40.892'E
(267)	01°16.937'N	103°40.275'E
(268)	01°16.674'N	103°39.903'E
(269)	01°16.435'N	103°39.433'E
(270)	01°15.922'N	103°39.077'E
(256)	01°16.028'N	103°38.429'E

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

(271)	01°16.121'N	103°39.216'E
(272)	01°15.627'N	103°39.216'E
(273)	01°13.084'N	103°40.433'E
(274)	01°12.729'N	103°39.472'E
(275)	01°13.780'N	103°39.501'E
(276)	01°15.440'N	103°38.709'E

THIRD SCHEDULE — *continued*

(277) 01°16.374'N 103°38.709'E

(271) 01°16.121'N 103°39.216'E

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

(278) 01°12.317'N 103°38.355'E

(279) 01°13.152'N 103°40.617'E

(280) 01°14.974'N 103°42.403'E

(281) 01°15.639'N 103°43.817'E

(282) 01°16.396'N 103°44.777'E

(283) 01°15.881'N 103°45.047'E

(284) 01°15.355'N 103°44.044'E

(285) 01°15.208'N 103°45.090'E

(286) 01°15.284'N 103°45.572'E

(287) 01°15.391'N 103°45.677'E

(288) 01°14.521'N 103°45.809'E

(289) 01°14.215'N 103°43.597'E

(290) 01°11.972'N 103°39.690'E

(278) 01°12.317'N 103°38.355'E

2.1.13 **Berlayar Channel is an area bounded by** a line joining the following geographical positions:

(291) 01°16.090'N 103°47.750'E

(292) 01°15.964'N 103°47.953'E

(293) 01°15.670'N 103°48.084'E

(294) 01°15.539'N 103°47.950'E

(295) 01°15.943'N 103°47.896'E

(296) 01°16.050'N 103°47.720'E

(291) 01°16.090'N 103°47.750'E

[S 109/2018 wef 01/03/2018]

FOURTH SCHEDULE

Regulation 49A

49-METRE HEIGHT RESTRICTED AREA

1. 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.

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

30-METRE HEIGHT RESTRICTED AREA

2. 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
1°17.497'N	103°58.978'E
1°18.181'N	103°57.036'E

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

FOURTH SCHEDULE — *continued*

15-METRE HEIGHT RESTRICTED AREA

3. 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 172/2012 wef 01/06/2012]*

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

FIFTH SCHEDULE

Regulation 29A(1)

NAVIGATION UNDER BRIDGE

<b>Name of Bridge</b>	<b>Maximum Height of Vessel in metres</b>	<b>Maximum Beam of Vessel in metres</b>	<b>Part of Bridge Where Vessel May Pass Under</b>	<b>Other Restrictions</b>
1. Jalan Buroh Bridge	7.3	25	Any part	Any other restrictions as



FIFTH SCHEDULE — *continued*

				may be necessary for safe navigation that may be specified by the Port Master
2. Sungei Pandan Bridge	2.8	No maximum	At centre of span of bridge	Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master
3. Second Crossing Bridge at Tuas	10	15	Between Piers 24 and 25	(1) Vessel to pass under bridge only during such times as may be specified by the Port Master;  (2) Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master.

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

*[G.N. No. S 187/97]*

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

**10. G.N. No. S 518/2017 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2017**

Date of commencement : 18 September 2017

**11. G. N. No. S 109/2018 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2018**

Date of commencement : 1 March 2018

**12. G.N. No. S 860/2018 — Maritime and Port Authority of Singapore (Port) (Amendment No. 2) Regulations 2018**

Date of commencement : 26 December 2018

**13. G. N. No. S 302/2019 — Maritime and Port Authority of Singapore (Prohibited Anchorage Area — Suspension) Regulations 2019**

Date of commencement : 8 April 2019

**14. G.N. No. S 479/2020 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2020**

Date of commencement : 1 July 2020

**15. G.N. No. S 15/2021 — Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2021**

Date of commencement : 15 January 2021