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**MARITIME AND PORT AUTHORITY OF SINGAPORE ACT
(CHAPTER 170A)**

**MARITIME AND PORT AUTHORITY OF SINGAPORE
(DANGEROUS GOODS, PETROLEUM AND EXPLOSIVES)
(AMENDMENT) REGULATIONS 2021**

In exercise of the powers conferred by section 41 of the Maritime and Port Authority of Singapore Act, the Maritime and Port Authority of Singapore, with the approval of the Minister for Transport, makes the following Regulations:

Citation and commencement

1. These Regulations are the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) (Amendment) Regulations 2021 and come into operation on 1 December 2021.

Deletion and substitution of regulation 73

2. Regulation 73 of the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 2005 (G.N. No. S 24/2005) is deleted and the following regulation substituted therefor:

“Limitation of maximum quantities of First Schedule dangerous goods

73.—(1) Despite any provision of this Part, First Schedule dangerous goods may remain on board a vessel within the port limits and may, wherever necessary, be loaded, discharged or otherwise handled at any approved wharf if the First Schedule dangerous goods are —

(a) within the quantity specified in the Third Schedule; or

- (b) permitted by the Authority, upon the request of the owner or agent of the vessel or the terminal manager, to so remain on board the vessel and to be so loaded, discharged or otherwise handled.

(2) The permission of the Authority under paragraph (1)(b) is subject to such conditions as the Authority thinks fit to impose for ensuring the safety of the vessel concerned and persons in the port.”.

New Third Schedule

3. The Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 2005 are amended by inserting, immediately after the Second Schedule, the following Schedule:

“THIRD SCHEDULE

Regulation 73(1)(a)

MAXIMUM QUANTITIES OF FIRST SCHEDULE DANGEROUS GOODS

1. The quantity of First Schedule dangerous goods which may remain on board any vessel at any Jurong Port container berth, PSA container berth, conventional berth, the Tuas Jetty or the Sudong Explosive Anchorage is set out in paragraphs 4 to 8.

2. For the purposes of paragraph 1 —

- (a) the quantity of any N.O.S. item without any additional information as to a recognised chemical name or the main hazardous constituents at any Jurong Port container berth or PSA container berth is the quantity in respect of the IMO Class the N.O.S. item belongs to, as set out in Tables 1, 2, and 3 in paragraphs 4 and 5 of this Schedule, respectively, or 0.5 tonne, whichever is the lower; and
- (b) the aggregate quantity of —
- (i) Methane;
 - (ii) First Schedule dangerous goods under IMO Classes 2.3, 3, 4.2, 4.3, 5.2, 6.1 and 8 or UN Nos. 1458, 1459 and 1510; and

(iii) N.O.S. items without any additional information as to a recognised chemical name or the main hazardous constituents,

at any conventional berth must not exceed 0.25 tonne.

3. In this Schedule, unless the context otherwise requires —

“conventional berth” means any berth within port limits which is not a Jurong Port container berth or a PSA container berth;

“Jurong Port container berth” means any berth owned or leased by Jurong Port Pte Ltd for the handling, storage and transportation of containers;

“Net Explosives Quantity” or “(NEQ)” means the aggregate of the total amount of explosives on board a vessel and those on board every other vessel that is tied alongside that vessel;

“N.O.S. item” means any First Schedule dangerous good with the description “N.O.S.”;

“PSA container berth” means any berth owned or leased by PSA Corporation Limited for the handling, storage and transportation of containers;

“terminal”, in relation to a conventional berth, means the terminal of which that conventional berth is part;

“tonne” means one metric tonne.

4. Jurong Port container berths

TABLE 1

Part 1

Berth	IMO Classes 1.1, 1.2, 1.3 (except 1.3G and 1.3H), 1.5 and 1.6	IMO Classes 1.3G, 1.3H and 1.4 (NEQ)	IMO Class 2.1 ^(1 and 7) compressed	IMO Class 2.1 ⁽⁷⁾ liquefied	IMO Class 2.3	IMO Classes 3 and 8 FP < -26°C ⁽²⁾
J19	Prohibited	0.2	5	25	Prohibited	25
J18	Prohibited	20	15	40	0.3	40
J17	Prohibited	20	20	75	0.3	75
J16	Prohibited	20	25	250	0.3	250
J15	Prohibited	20	25	3000	1.5	500
J14	Prohibited	20	25	500	1.5	500
J13	Prohibited	20	25	500	1.5	500
J24	Prohibited	20	20	75	0.3	75
J25	Prohibited	20	15	40	0.3	40

Part 2

Berth	IMO Class 4.2 ⁽³⁾	IMO Class 4.3 ⁽⁴⁾	IMO Class 5.1 ⁽⁵⁾	IMO Class 5.2	IMO Class 6.1 ⁽⁶⁾
J19	20	30	250	50	20
J18	30	50	750	100	50
J17	50	75	750	175	50
J16	150	250	750	175	50
J15	300	600	750	175	50
J14	300	600	750	175	50
J13	300	600	750	175	50
J24	50	75	750	175	50
J25	30	50	750	175	50

All figures shown are in tonnes.

Notes:

- ⁽¹⁾ This category includes UN Nos. 1035, 1049, 1954, 1957, 1962, 1964, 1971, 2034 and 2203.
- ⁽²⁾ The maximum aggregate weight permitted for UN Nos. 2478 and 2481 with a flash point below 23°C is 0.5 tonne at any Jurong Port container berth.
- ⁽³⁾ UN No. 1380 is treated as an exception with a special limit of 250 kg.
- ⁽⁴⁾ UN No. 1295 is prohibited at Jurong Port container berth J19.
- ⁽⁵⁾ ^(a) For ammonium nitrate/ammonium nitrate fertilisers under IMO Class 5.1, the maximum quantity allowed is 400 tonnes or quantity limit as indicated in the table, whichever is lower.
^(b) The maximum weight permitted for UN No. 1510 is 2 tonnes at any Jurong Port container berth.
- ⁽⁶⁾ The maximum weight permitted for UN No. 2480 is 250 kg at any Jurong Port container berth.
- ⁽⁷⁾ Limits for IMO Class 2.1 at berth J19 are valid for small cylinders of compressed or liquefied gases only.