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

MARITIME AND PORT AUTHORITY OF SINGAPORE
(SCALE OF DUES, RATES AND GENERAL FEES)
(AMENDMENT NO. 3) NOTIFICATION 2021

In exercise of the powers conferred by section 27(1), (7) and (8) 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 Notification:

Citation and commencement

1. This Notification is the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) (Amendment No. 3) Notification 2021 and comes into operation on 1 January 2022.

Amendment of paragraph 2

2. Paragraph 2 of the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification (N 2) (called in this Notification the principal Notification) is amended —

(a) by deleting the definitions of “nearest hour”, “passenger ferry vessel”, “passenger vessel” and “per annum” or “per year” and substituting the following definition:

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

(a) a shipyard specified by the Authority;
and

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

(b) by deleting the definition of “port circular”.

Amendment of paragraph 4

3. Paragraph 4 of the principal Notification is amended by inserting, immediately after the word “repairs,”, the words “docking, outfitting, maintenance, building or conversion works,”.

Amendment of Schedule

4. Part I of the Schedule to the principal Notification is amended —

(a) by deleting paragraph 1 and substituting the following paragraph:

“Port dues payable in respect of vessels in port

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

(a) Subject to sub-paragraph (b), for any vessel that is not a vessel mentioned in sub-paragraph (c), (d) or (e), and is loading or discharging goods, embarking or disembarking passengers or undertaking any other afloat activity (including repairs) (called in this paragraph a Category 1 purpose) —

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Rate for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
1	\$7.50
2	\$8.50
3	\$9

4	\$9.50	
5	\$12.50	
6	\$15.50	
7	\$18.50	
8	\$21.50	
9	\$24.50	
10	\$27.50	; and

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

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

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in port in days (rounded up to a whole day) for a Category 1 purpose</i>	<i>Daily rate</i>
for the first block period starting on the 11th day	\$6 for each day or part of each day in this block period

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

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

<i>First column</i>	<i>Second column</i>
<i>Length of stay of vessel in days (rounded up to a whole day) for a Category 2 purpose</i>	<i>Rate for every 100 GT of the vessel or part of every 100 GT of the vessel (per occasion)</i>
1	\$1
2	\$5.50
3	\$9
4	\$9.50
5	\$12.50
6	\$15.50
7	\$18.50
8	\$21.50
9	\$24.50
10	\$27.50 ; and

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

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

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