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

MARITIME AND PORT AUTHORITY OF SINGAPORE (PORT) (AMENDMENT) REGULATIONS 2017

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 (Port) (Amendment) Regulations 2017 and come into operation on 18 September 2017.

Amendment of regulation 2

2. Regulation 2 of the Maritime and Port Authority of Singapore (Port) Regulations (Rg 7) (called in these Regulations the principal Regulations) is amended —

(a) by deleting the definition of “control station” and substituting the following definitions:

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

“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;”;

- (b) by inserting, immediately after the definition of “dangerous goods”, the following definitions:

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

“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;”;

- (c) by deleting the definition of “Keppel Harbour”;

- (d) by inserting, immediately after the definition of “laid-up”, the following definition:

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

- (e) by deleting the definition of “main fairway”;

- (f) by deleting the word “or” at the end of paragraph (b)(i) of the definition of “petroleum”;
- (g) by inserting the word “or” at the end of sub-paragraph (ii) of paragraph (b) of the definition of “petroleum”, and by inserting immediately thereafter the following sub-paragraph:
 - “(iii) a by-product of any substance mentioned in sub-paragraph (i) or (ii);”;
- (h) by deleting the definition of “sea-going vessel”;
- (i) by deleting the semi-colon at the end of the definition of “underway” and substituting a full-stop; and
- (j) by deleting the definition of “vehicle”.

Deletion and substitution of regulation 3

3. Regulation 3 of the principal Regulations is deleted and the following regulation substituted therefor:

“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.”.

Deletion and substitution of regulation 4

4. Regulation 4 of the principal Regulations is deleted and the following regulation substituted therefor:

“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.”.

Amendment of regulation 5

5. Regulation 5(1) of the principal Regulations is amended —

- (a) by deleting the word “vessel —” in sub-paragraph (g) and substituting the words “vessel, by the earlier of the following:”;
- (b) by deleting the word “or” at the end of sub-paragraph (g)(i);
and