

# **Port of Singapore Authority (Scale of Charges) Notification 1997**

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### **THE SCHEDULE**

**No. S 192**

## **PORT OF SINGAPORE AUTHORITY ACT CHAPTER 236**

### **PORT OF SINGAPORE AUTHORITY (SCALE OF CHARGES) NOTIFICATION 1997**

In exercise of the powers conferred by section 58(1) of the Port of Singapore Authority Act, the Port of Singapore Authority, with the approval of the Minister for Communications, hereby makes the following Notification:

## Citation and commencement

1. This Notification may be cited as the Port of Singapore Authority (Scale of Charges) Notification 1997 and shall come into operation on 9th April 1997.

## Definitions

2. In this Notification, unless the context otherwise requires —

“container” means a freight container complying with all relevant prevailing standards set by the International Organisation for Standardization (ISO) and which can be conveyed by one or more modes without intermediate reloading and fitted with devices permitting ready handling and with unique identification numbers and markings;

“dangerous goods” means any Group I or Group II dangerous goods specified in the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 1997 (G.N. No. S 182/97);

“FCL container” means a container which fulfils the conditions as may be set out by the PSA from time to time in a PSA terminal circular for the grant of FCL container status for the purposes of this Notification;

“GT” means the gross tonnage of a vessel measured in accordance with the method set out in the International Convention of Tonnage Measurement of Ships as amended from time to time;

“half shift” means one of the following periods:

- (a) 0700 hours to 1100 hours;
- (b) 1200 hours to 1500 hours;
- (c) 1500 hours to 1830 hours;
- (d) 1930 hours to 2300 hours;
- (e) 2300 hours to 0200 hours; or
- (f) 0200 hours to 0600 hours;

“LOA” means the length of a vessel measured from the extreme point forward of the vessel to the extreme point aft of the vessel;

“nearest hour” means one hour but not any fraction exceeding that hour unless such fraction exceeds one-half hour in which case such fraction exceeding one-half hour shall be regarded as another hour;

“nearest tonne” means one tonne but not any fraction exceeding that tonne unless

such fraction exceeds 0.5 tonne, in which case such fraction exceeding 0.5 tonne shall be regarded as another tonne;

“passenger ferry vessel” means a vessel which carries more than 12 passengers;

“passenger vessel” means a vessel —

- (a) which has a definite and fixed estimated time of arrival, estimated time of departure and sailing schedules which shall be lodged with the PSA within such time as may be specified by the PSA from time to time in a PSA terminal circular; and
- (b) where the number of passengers carried during a voyage when the vessel calls at the port is not less than 100 and these passengers may or may not embark or disembark;

“per annum” or “per year” means a period of 12 months beginning from 1st January in any year;

“per day” means per calendar day;

“pleasure craft” has the same meaning as in the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations 1997 (G.N. No. S 186/97);

“PSA” means the Port of Singapore Authority;

“PSA berth” means any berth owned by the PSA;

“PSA container yard” means any container yard owned by the PSA;

“PSA pipeline” means any pipeline owned by the PSA;

“PSA premises” means any premises owned by the PSA;

“PSA terminal” means any terminal owned by the PSA;

“PSA terminal circular” means a notice given by the PSA to the shipping community of Singapore;

“PSA transit shed” means any transit shed owned by the PSA;

“PSA transit warehouse” means any transit warehouse owned by the PSA;

“PSA warehouse” means any warehouse owned by the PSA;

“PSA wharf” means any wharf owned by the PSA;

“reefer” means any freight container constructed in compliance with the standards set by the International Organisation for Standardization (ISO) for the purpose of the carriage of goods which require refrigeration;

“re-export container” means a container which fulfils such conditions as may be set out by the PSA from time to time in a PSA terminal circular for the grant of re-export containers status for the purposes of this Notification;

“re-export goods” means goods which fulfils such conditions as may be set out by the PSA from time to time in a PSA terminal circular for the grant of re-export goods status for the purposes of this Notification;

“tonne” means one metric tonne or 1,000 kilograms or one cubic metre;

“transhipment container” means a container which fulfils such conditions as may be set out by the PSA from time to time in a PSA terminal circular for the grant of transhipment container status for the purposes of this Notification;

“transhipment goods” means goods which fulfils such conditions as may be set out by the PSA from time to time in a PSA terminal circular for the grant of transhipment goods status for the purposes of this Notification.

### **Charges and rates**

3.—(1) The charges and the rates payable to the PSA for the use of premises, works or appliances, and for services or facilities provided by the PSA and the persons liable to pay the specified charges and rates and other matters specified in the Schedule shall be as specified in the Schedule.

(2) Where the Schedule provides that any charge or rate may be payable by more than one person, the PSA may, in its discretion, decide alternatively the person or combination of persons who shall pay the charge or rate.

### **Tonnage of goods**

4. Whether or not a vessel's manifest or shipping note is lodged with the PSA in accordance with the Singapore Port Regulations (Rg 6), the PSA may elect to calculate all tonnages of goods according to the cubic measurement or gross weight, whichever is the greater.

### **Rebates and concessions**

5. The rebates and concessions prescribed in the Schedule shall be granted only to a person who has a credit account with the PSA.

### **Date on which a person ceases to be agent or owner of vessel**

6.—(1) For the purposes of this Notification, a person shall cease to be an agent or owner, as the case may be, of a vessel only —

- (a) on the date of receipt by the PSA of a notice in writing from that person that he has ceased to be the agent or owner, as the case may be; or
- (b) on the date stipulated by that person in the notice in writing to the PSA as the date he ceases to be the agent or owner, as the case may be,

whichever is the later.

(2) Notwithstanding sub-paragraph (1), the person referred to in that sub-paragraph shall continue to be liable for any charges or rates payable by him as an agent or owner of a vessel prior to the date he ceases to be an agent or owner, as the case may be, of the vessel under that sub-paragraph.

### **Application, etc., by electronic means**

7. Notwithstanding this Notification, the PSA may allow any application, request or notice referred to in this Notification to be made or given or transmitted electronically.

### **Cancellation**

8. The Port of Singapore Authority (Scale of Dues and Rates) Notification (N 9) is cancelled.

## THE SCHEDULE

Paragraphs 3 and 5

### PART I

#### SECTION I

#### CHARGES FOR MARINE SERVICES — PAYABLE BY THE OWNER OR AGENT OF A VESSEL, UNLESS OTHERWISE EXPRESSLY PROVIDED

Item

No.

#### **Professional Pilotage Fees**

1.—(1) The fees payable for professional pilotage services rendered to any vessel (including a man-of-war) shall be where the order for professional pilotage services was placed —

- (a) not less than 4 hours before the services are required —

*For first hour*      *For every*