1. MPA will continue to consider the following circumstances for crew change applications:
   
   (a) crew whose employment contract has expired;
   (b) additional crew on board whose sign-off would not affect the safe manning of the ship;
   (c) change of crew due to the sale or purchase of ship;
   (d) personnel who are not part of the ship’s crew such as superintendents and service engineers;
   (e) compassionate grounds e.g. death of family member; or
   (f) the crew is no longer medically fit to work onboard the ship.

2. MPA has reviewed and revised the requirements for crew change as follows:

   **Sign-on**

   (a) In general, all signing-on crew are required to serve 14-day Stay-Home-Notice (SHN) in the crew’s originating country/region in the period immediately prior to his/her departure flight/ferry to Singapore. The crew should be completely isolated in a room with a dedicated toilet with strictly no interaction with others (including family members) at his/her place of residence, or serve the SHN in a dedicated facility/hotel.
   (b) Crew from specific low risk countries/regions will either no longer be required to serve the SHN or serve a shorter SHN of 7 days in his/her originating country/region prior to departure for Singapore. Please refer to

(c) The crew must have a negative result from a COVID-19 test (polymerase chain reaction (PCR) type) taken at a government-approved or ISO 15189-accredited testing facility at his/her originating country not more than **72 hours** prior to departure for Singapore.

(d) The crew must be certified fit-to-travel by a doctor at his/her originating country not more than 24 hours prior to departure for Singapore.

(e) During the entire crew change process, including during the journey to Singapore, the crew should not be in a group of more than five (5) persons, and must remain in the same group. There must be no interactions between groups.

(f) The crew should only arrive Singapore to join his/her ship not more than two (2) days before the ship’s departure from Singapore.

(g) Crew who have recovered from COVID-19 must submit documentary proof of his/her past diagnosis of COVID-19 based on the **earliest** positive PCR test result.
   
i. If the date of the positive PCR test result is **21 days or fewer** before the date of arrival in Singapore, he/she will not be approved for crew change.

   ii. If the date of the positive PCR test result is **between 22 to 90 days** before the date of arrival in Singapore, the recovered crew need not serve the SHN at his/her originating country/region and take a COVID-19 PCR test within 72 hours before departure for Singapore.

   iii. If the date of the positive PCR test result is **between 91 to 180 days** before the date of arrival in Singapore, he/she must serve a 14-day SHN at his/her originating country/region. The recovered crew need not take a COVID-19 PCR test within 72 hours before departure for Singapore, but if he/she develops symptoms during the SHN period, he/she must be tested for COVID-19.

   iv. If the positive PCR test result is **more than 180 days** before the date of arrival in Singapore, he/she must serve a 14-day SHN at his/her originating country and take a COVID-19 PCR test within 72 hours before departure for Singapore.

**Sign-off**

(a) The crew must not have gone ashore in the last 14 days before disembarking the ship, must have remained well and not had contact with any known or suspect case of COVID-19 throughout that period.

(b) The crew must be certified fit-to-travel by a doctor in Singapore not more than 24 hours before disembarking the ship.

(c) MPA will facilitate COVID-19 pre-departure testing for sign-off crew in Singapore in accordance with the prevailing national policy. Ship owners/managers/agents will bear the cost of the COVID-19 tests of their crew, where applicable. Please refer to **Information for COVID-19 Pre-Departure Testing for Sign-off Crew (link)** for more information.

(d) Crew subjected to serology test shall remain onboard until production of a negative COVID-19 test result.
Stay at holding facilities

3. Sign-on and sign-off crew may stay at designated holding facilities for up to **72 hours**. Please refer to Annex A for details of the designated holding facilities.

General

4. Ship owners/managers/agents must apply for crew change in Singapore by filling up the online form at www.mpa.gov.sg/web/portal/home/port-of-singapore/operations/crew-change or scan the QR code below.

5. MPA urges ship owners/managers/agents to submit applications at least 14 days before the planned crew change, especially if the application includes sign-on crew. For foreign-flagged ships, crew change will be considered if the ship meets all prevailing requirements, and is in Singapore for cargo operations, bunkering and/or other marine services.

6. For crew changes to take place safely, MPA continues to expect all owners, agents, ships and individuals to ensure that the COVID-19 preventive measures are followed strictly. Any breach will be taken seriously.

7. Any queries relating to this circular should be directed to crew_change@mpa.gov.sg.

8. This circular supersedes Port Marine Circular No. 38 of 2020.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
ANNEX A

Designated holding facilities for SIGN-ON crew

Floatels @ Tanjong Pagar Terminal
Rooms: Air-conditioned with *en suite* bathroom
Meals: Breakfast, lunch, dinner included. Meals will be delivered to the room.

For reservations, please contact:
+65 8939 7507
floatelsg@dracoventure.com

Designated holding facilities for SIGN-OFF crew

Seacare Hotel
Rooms: Air-conditioned with *en suite* bathroom
Meals: Breakfast, lunch, dinner included. Meals will be delivered to the room.

For reservations, please contact:
Phang Jing Huei
+65 6818 2680
reservations@theseacarehotel.com.sg
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 41 OF 2020

27 Oct 2020

Shipping Community
Harbour Craft Community
Pleasure Craft Community

VHF RADIO TELEPHONE REPORTING PROCEDURES FOR VESSEL MANOEUVRING WITHIN THE TRAFFIC INFORMATION AREA (TIA) IN THE EAST JOHOR STRAIT

INTRODUCTION

1 This circular supersedes the Port Marine Circular No 03 of 2016 dated 19 Jan 2016.

2 The directives and requirements stipulated in this circular are made pursuant to Section 43 and Section 45 of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170 a), which will come into operation on 27 November 2020.

DEFINITIONS

3 The following definitions are used only for the purpose of this circular:

(a) East Johor Strait (EJS) – the stretch of water contained within the geographical co-ordinates shown in Appendix 1 up to the Causeway in Johor Strait.

(b) Traffic Information Area (TIA) – the area contained within the geographical co-ordinates shown in Appendix 2.

(c) Height – refers to the height declared by the vessel, measured vertically from the waterline to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures on board, the highest point shall be the
maximum height attainable by these structures when fully extended, if such extended height exceeds the verifiable with the appropriate plans or documents carried on board the vessel.

(d) Night Time – refer to the hours between 1900 hrs and 0630 hrs.
(e) Sembawang Control – the designated communication centre for EJS.

APPLICATION

4 This circular shall apply to the following:
(a) vessel(s) of 2000 GT or more;
(b) vessel(s) with height exceeding 30 metres;
(c) tug(s) when engaged in towing or pushing, the combined GT of the tug(s) and tow(s) or vessel(s) being pushed is 2000 GT or more or when any of the tug(s) or tow's height exceed 30 metres.

SEMBAWANG CONTROL STATION

5 All movements of vessels are to be reported to Sembawang Control station. It operates on VHF Channel 21 and the reserve channel is VHF Channel 13.

6 All reports made to Sembawang Control Station shall be in English. Timings shall be reported in local time following the 24-hour clock system.

7 Every vessel when underway or at anchor in EJS shall maintain a continuous listening radiotelephone watch on VHF Channel 21.

NIGHT TOWING

8 Night towing operation is not permitted in the part of the east Johor Strait from the Causeway to Angler buoy Lat. 01° 21.10’N Long. 104° 03.01’E (WGS84).

SPEED

9 The maximum speed for EJS shall not exceed 12 knots.

10 The maximum speed when passing the vicinity of Sembawang Shipyards, Malaysian Shipbuilding and Engineering Yard, Pasir Gudang and Changi Sailing Club, approximate position Lat. 01° 23.6’N Long. 103° 58.7’E (WGS 84) shall not exceed 6 knots. This is to prevent the passing vessel from creating high bow waves that could cause vessel or pleasure craft to part their moorings.
RESTRICTION IN THE TRAFFIC INFORMATION AREA

11 No vessel shall proceed south of the line joining CAAS Buoy 1 Lat. 01° 23.55’N Long. 103° 59.94’N (WGS 84) and CAAS Buoy 2 Lat. 01° 23.68’N Long 103° 59.60’E (WGS 84).

12 No vessel is permitted to stop or anchor within the TIA. If a vessel has to stop or anchor in an emergency situation, the vessel shall report to Sembawang Control without delay.

REPORTING PROCEDURE

FORMAT OF REPORT

13 Every vessel shall make the following report to and obtain clearance from Sembawang Control before entering or maneuvering within or leaving the East Johor Strait. The report shall contain the following information:

(a) name of vessel;
(b) callsign;
(c) present location;
(d) destination, i.e. the location in the port or bound for sea;
(e) draft;
(f) height;
(g) remarks, if any, i.e. any other relevant information on the vessel which would affect its navigation; and
(h) the estimated time of arrival (ETA) at the following locations:

- the line joining West Tekong Buoy Lat. 01° 25.17’N Long. 104° 00.43’E (WGS 84) and the point north east of Pulau Ubin Lat. 01° 25.00’N Long. 103° 59.47’E (WGS 84) or the Longitude 103° 59.53’E (WGS 84) which extends northwards off the eastern end of Pulau Ubin.

- Point 1 Lat. 1° 22.42’N Long. 104° 01.93’E (WGS 84);

- Point 2 Lat. 01° 23.08’N Long. 104°01.02’E (WGS 84);

- Paku Buoy Lat. 01° 23.54’N Long. 104° 00.14’E (WGS 84) is abeam;
• Malang Papan Beacon Lat. 01° 24.10’N Long. 103° 59.34’E (WGS 84) is abeam; and

• Seletar Buoy Lat. 01° 26.53’N Long. 103° 52.60’E (WGS 84) is abeam;

Note: The various ETAs, referred to in paragraph 13 (h), are used for the co-ordination of aircraft traffic. It is important that such ETAs are accurate. The locations of the reporting points are given in Chartlet 2.

14 In addition to the above, every vessel shall also report to Sembawang Control when passing the reporting points referred to in para 13(h).

UPDATING AND CONFIRMATION OF ETA

15 The vessel shall update and confirm the declared ETAs referred to in paragraph 13(h) to Sembawang Control when passing the following locations:

(a) for Northbound or Westbound vessel, when Angler Buoy Lat. 01° 21.10’N Long. 104° 03.01’E (WGS 84) is abeam;

(b) for Eastbound vessel, when Punggol Buoy Lat. 01° 25.33’N Long. 103° 54.69’E (WGS 84) and again when Squance buoy Lat. 01° 23.66’N Long. 103° 57.68’E (WGS 84) are abeam;

(c) for Eastbound vessel entering the TIA via Nenas Channel shall confirm or update the ETA referred to in this paragraph; and

(d) for Southbound vessel from Sungai Johor Lat. 01° 27.00”N Long. 104° 01.10’E (WGS 84) when the vessel is underway.

CHANGES TO ETA

16 The vessel shall monitor the declared ETAs referred to in paragraph 13 (h) and immediately report to Sembawang Control if:

(a) the declared ETA for Point 1 Lat. 1° 22.42’N Long. 104°01.93’E, Point 2 Lat. 1° 23.08’N Long. 104° 01.02’E, Paku Buoy, Malang Papan Beacon, West Tekong Buoy or north east of Pulau Ubin differs by 2 minutes from the last declared ETA; and

(b) the declared ETA for Seletar Buoy differs by 15 minutes from the last declared ETA.
REMINDER

17 The VHF reporting procedure stated in this circular applies only to vessels stated in paragraph 4 maneuvering within the TIA in the EJS.

18 The shipping community is reminded that every vessel of 300 GT or more or tug when engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT or more or any passenger vessel, maneuvering in port is required to report to the designated control centre as stipulated in Port Marine Circular No 07 of 2019.

CLARIFICATION

19 For clarification, please contact the duty watch manager of Sembawang Control at Tel: 6481 5848 (email scc@mpa.gov.sg).

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
APPENDIX 1

The East Johor Strait (EJS) is the stretch of water contained within the following geographical co-ordinates (WGS 84) up to the Causeway in the Johor Strait (the numbers in brackets providing positional references).

<table>
<thead>
<tr>
<th>From Point</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>01° 17.788’N</td>
<td>104° 07.150’E</td>
</tr>
<tr>
<td>(2)</td>
<td>01° 17.449’N</td>
<td>104° 05.206’E</td>
</tr>
<tr>
<td>(3)</td>
<td>01° 18.783’N</td>
<td>104° 04.258’E</td>
</tr>
<tr>
<td>(4)</td>
<td>01° 19.997’N</td>
<td>104° 03.060’E</td>
</tr>
<tr>
<td>(5)</td>
<td>01° 19.997’N</td>
<td>104° 02.693’E</td>
</tr>
<tr>
<td>(6)</td>
<td>01° 20.313’N</td>
<td>104° 01.514’E</td>
</tr>
</tbody>
</table>

hence along the coastline, along the causeway and then, along the Singapore port limit

(1) 01° 17.788’N 104° 07.150’E

(Please see chartlet 1)
The Traffic Information Area (TIA) is bounded by the following geographical co-ordinates (WGS 84). (The numbers in brackets provides positional references).

<table>
<thead>
<tr>
<th>From Point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>01° 25.33'N</td>
<td>103° 54.69'E</td>
<td>Punggol Buoy</td>
</tr>
<tr>
<td>(2)</td>
<td>01° 24.22'N</td>
<td>103° 55.85'E</td>
<td></td>
</tr>
<tr>
<td>(3)</td>
<td>01° 22.98'N</td>
<td>103° 57.92'E</td>
<td>Loyang Beacon</td>
</tr>
<tr>
<td>(4)</td>
<td>01° 23.52'N</td>
<td>103° 58.34'E</td>
<td>Fairy Beacon</td>
</tr>
<tr>
<td>(5)</td>
<td>01° 23.71'N</td>
<td>103° 59.43'E</td>
<td>Changi Buoy</td>
</tr>
<tr>
<td>(6)</td>
<td>01° 23.54'N</td>
<td>104° 00.14'E</td>
<td>Paku Buoy</td>
</tr>
<tr>
<td>(7)</td>
<td>01° 21.10'N</td>
<td>104° 03.01'E</td>
<td>Angler Buoy</td>
</tr>
<tr>
<td>(8)</td>
<td>01° 21.29'N</td>
<td>104° 03.59'E</td>
<td></td>
</tr>
<tr>
<td>(9)</td>
<td>01° 23.04'N</td>
<td>104° 01.42'E</td>
<td>Malang Tiga</td>
</tr>
<tr>
<td>(10)</td>
<td>01° 23.35'N</td>
<td>104° 01.06'E</td>
<td></td>
</tr>
<tr>
<td>(11)</td>
<td>01° 25.17'N</td>
<td>104° 00.43'E</td>
<td>West Tekong Buoy</td>
</tr>
<tr>
<td>(12)</td>
<td>01° 25.01'N</td>
<td>103° 59.50'E</td>
<td></td>
</tr>
<tr>
<td>(13)</td>
<td>01° 24.50'N</td>
<td>103° 59.50'E</td>
<td>Chek Jawa Rear Beacon</td>
</tr>
<tr>
<td>(14)</td>
<td>01° 23.90'N</td>
<td>103° 57.87'E</td>
<td></td>
</tr>
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<td>(15)</td>
<td>01° 23.90'N</td>
<td>103° 57.27'E</td>
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</tr>
<tr>
<td>(16)</td>
<td>01° 24.60'N</td>
<td>103° 56.35'E</td>
<td></td>
</tr>
<tr>
<td>(17)</td>
<td>01° 25.34'N</td>
<td>103° 55.57'E</td>
<td>Tajam Beacon</td>
</tr>
</tbody>
</table>

thence to the point of origin. (Please see chartlet 2)
TRAFFIC INFORMATION AREA OF EAST JOHOR STRAIT

Prepared by Hydrographiv Div. MPA 9 Sep 20 CA088/20

TRAFFIC INFORMATION AREA OF EAST JOHOR STRAIT

Prepared by Hydrographiv Div. MPA 9 Sep 20 CA088/20

Legend:
- Reporting Point
- Traffic Information Area

HY Code AJ0301620
Shipping Community

OIL SPILL RESPONSE EQUIPMENT AND VESSEL RATES IN SINGAPORE

This circular supersedes Port Marine Circular No. 10 of 2017.

2 This circular bring to the attention of the shipping community of the revision made to the charges applicable for the use of oil spill response and anti-pollution services provided by MPA and its supporting oil spill response service providers.

3 Paragraph 9 of Part II of the Schedule to the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification has been amended to reflect these changes. The revised charges will take effect from 24 October 2020. A copy of the revised charges payable under Paragraph 9 of Part II of the Schedule to the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees)(Amendment) Notification 2020 is attached at Appendix A.

4 Please contact Mr Tan Chee Sin at tel. no. 6325 2423 or email tan_chee_sin@mpa.gov.sg for further clarification if any.

CAPT KEVIN WONG
PORT MASTER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
“Charges for oil spill response and anti-pollution services

9.—(1) The charges for oil spill response and anti-pollution services provided by the Authority are as follows:

(a) for the deployment of an anti-pollution vessel as follows:

| Where vessel is deployed for 8 hours or less in a calendar day, starting at the time the vessel is activated | Where vessel is deployed for more than 8 hours in a calendar day, including any period during which the vessel is — |
| Where vessel is deployed for 8 hours or less in a calendar day, starting at the time the vessel is activated | Where vessel is deployed for more than 8 hours in a calendar day, including any period during which the vessel is — |

| (i) awaiting instructions at a forward storage area or base; or (ii) in transit | (i) awaiting instructions at a forward storage area or base; or (ii) in transit |

| Charges per calendar day or part of a calendar day, for any period that the vessel is in the process of demobilisation, including any time taken to carry out any cleaning, repair or other work required to restore the vessel to the condition that it was in at the time of its activation |

| For a launch, inclusive of bunkers and minimum manning | For a workboat or hydrographic craft used as a command craft, inclusive of bunkers and minimum manning |
| $267.50 (inclusive of GST of $17.50) | $588.50 (inclusive of GST of $38.50) |
| $2,140 (inclusive of GST of $140) | $4,708 (inclusive of GST of $308) |
| $1,605 (inclusive of GST of $105) | $3,531 (inclusive of GST of $231) |
(iii) an unmanned workboat or hydrographic craft used as a command craft, inclusive of bunkers
Not applicable Not applicable $2,354 (inclusive of GST of $154)

(iv) a garbage collection craft used as an anti-oil pollution craft, inclusive of bunkers and minimum manning
$278.20 (inclusive of GST of $18.20) $2,225.60 (inclusive of GST of $145.60) $1,669.20 (inclusive of GST of $109.20)

(b) for any other oil spill response or anti-pollution service not mentioned in sub-paragraph (a) — the costs actually incurred by the Authority to provide the oil spill response or anti-pollution service;

(c) in addition to the charges in sub-paragraphs (a) and (b), the costs actually incurred by the Authority —

(i) for the demobilisation of a deployed vessel, including any charges for carrying out any repair, cleaning or other work required to restore the vessel to the condition that it was in at the time of its activation;

(ii) for hiring a replacement vessel for the duration of the demobilisation of a deployed vessel; and

(iii) for fuel, water and lubricants consumed.

(2) The charges for oil spill response and anti-pollution services provided by the Authority through an operator or equipment owner engaged by the Authority are as follows:

(a) for the deployment of any vessel or equipment listed in the MPA-ITOPF MOU — an amount computed according to the rates set out in the Schedule to the MPA-ITOPF MOU;

(b) for any other oil spill response or anti-pollution service not mentioned in sub-paragraph (a) — the costs actually incurred by the Authority to secure the provision by any operator or equipment owner of the oil spill response or anti-pollution service;

(c) in addition to the charges in sub-paragraphs (a) and (b), the costs actually incurred by the Authority —
(i) for the demobilisation of a deployed vessel, including any charges for carrying out any repair, cleaning or other work required to restore the vessel to the condition that it was in at the time of its activation;

(ii) for hiring a replacement vessel for the duration of the demobilisation of a deployed vessel; and

(iii) for fuel, water and lubricants consumed.

(3) In addition to the charges mentioned in sub-paragraphs (1) and (2), the following charges are also payable for oil spill response and anti-pollution services provided by the Authority under sub-paragraphs (1) and (2):

(a) manpower charges as follows:

(i) for a member of the Authority's senior management

   Hourly rate of between $203.30 (inclusive of GST of $13.30) and $321 (inclusive of GST of $21), as the Authority may determine based on the seniority of the person deployed or involved (pro-rated on a per minute basis)

(ii) for a senior officer employed by the Authority

   Hourly rate of between $90.95 (inclusive of GST of $5.95) and $149.80 (inclusive of GST of $9.80), as the Authority may determine based on the seniority of the senior officer deployed or involved (pro-rated on a per minute basis)

(iii) for a junior officer employed by the Authority

   Hourly rate of between $48.15 (inclusive of GST of $3.15) and $69.55 (inclusive of GST of $4.55), as the Authority may determine based on the seniority of the junior officer deployed or involved (pro-rated on a per minute basis)
(iv) for a person employed or engaged by the Authority on a contract or temporary basis

The costs actually incurred by

(b) dispersants to be charged at cost, with additional charges for storage and handling of the dispersants;

(c) an administrative charge of —

(i) where the total charges under sub-paragraphs (1) and (3)(a) and (b) payable to the Authority (called in this sub-paragraph the total charges) do not exceed $1.07 million (inclusive of GST) — 10% of the total charges; or

(ii) where the total charges exceed $1.07 million (inclusive of GST) — $107,000 plus 6% of the amount by which the total charges exceed $1.07 million (inclusive of GST).

(4) In this paragraph, “MPA-ITOPF MOU” means the memorandum of understanding entered into between the Authority and ITOPF Ltd on 24 October 2020 (including any renewal, extension or update of that memorandum of understanding from time to time), and which is available on the website of the Authority at http://www.mpa.gov.sg.".
EXTENSION OF ASSISTANCE TO SINGAPOREAN SEAFARERS UNDER THE SEAFARERS RELIEF PACKAGE

1. The Seafarers Relief Package (SRP) is part of the MaritimeSG Together Package to provide further financial support to the maritime industry in the wake of the global COVID-19 outbreak. Our seafarers are frontline workers who keep essential goods flowing, and they make invaluable contributions to Singapore’s maritime sector. Since 1 May 2020, the Maritime and Port Authority of Singapore (MPA), together with Singapore Maritime Officers’ Union (SMOU) and Singapore Organisation of Seamen (SOS), have provided up to $800 per month in financial assistance to each Singaporean seafarer who was unable to secure shipboard employment between 1 May 2020 to 31 July 2020, due to border control measures and crew change restrictions.

2. To continue supporting Singaporean seafarers whose employment have been affected by the global COVID-19 outbreak, MPA, SMOU and SOS will:

   (i) extend the SRP by 3 months (i.e. the maximum support provided to an eligible Singaporean seafarer would be increased from 3 months to 6 months); and

   (ii) extend the eligibility period for the SRP to cover 1 August 2020 to 31 December 2020.

3. Eligible Singaporean seafarers who are unable to secure shipboard employment between 1 May to 31 Dec 2020 may apply for up to $4,800 (i.e. $800 x 6) in financial assistance. The eligibility criteria are laid out in Annex A. Applicants can submit their applications using the online form in this Link.

4. MPA, SMOU and SOS will continue to work with industry partners to support Singaporean seafarers during this COVID-19 pandemic period.
Contact Info

5. For any queries or clarifications on the extension of the SRP, please call the MPA hotline at 1800 272 7777 (select Option 9, then 3) or email mcf@mpa.gov.sg.

CAPT KEVIN WONG
PORT MASTER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
## ELIGIBILITY CRITERIA FOR THE SEAFARER RELIEF PACKAGE (SRP)

### Eligibility of Applicant
- Singaporean who is an active seafarer and has been recently deployed on board ships for the period from 1 Nov 2019 onwards; and
- Awaiting assignment or on standby for employment onboard foreign-going vessel for 30 days or more between 1 May 2020 to 31 December 2020 (i.e. not paid seafaring allowance).
- Exclude individuals who have benefited from the COVID-19 Support Grant administered by the Ministry of Social and Family Development and the Self-Employed Income Relief Scheme administered by the Ministry of Manpower and NTUC Income.

### Support Grant
MPA, SMOU and SOS will provide support as follow:

<table>
<thead>
<tr>
<th>Eligible Seafaring Officers (i.e. holds a valid CoC)</th>
<th>MPA</th>
<th>SMOU*</th>
<th>SOS**</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$500</td>
<td>$300</td>
<td>-</td>
<td>$800</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cadet Trainees who are working adults in place-and-train programs for eventual full employment with their companies</th>
<th>MPA</th>
<th>SMOU*</th>
<th>SOS**</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$200</td>
<td>$300</td>
<td>-</td>
<td>$500</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ratings (Seamen registered with MPA):</th>
<th>MPA</th>
<th>SMOU*</th>
<th>SOS**</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>$500</td>
<td>-</td>
<td>$300</td>
<td>$800</td>
</tr>
</tbody>
</table>

*For eligible members of SMOU
**For eligible members of SOS

The total support period is capped at 6 months.

### Application period and form for submission
Applicants can apply by submitting their applications and supporting documents using the online form [https://form.gov.sg/5ea4fe5696f87100114f79e4](https://form.gov.sg/5ea4fe5696f87100114f79e4) or scanning the following QR Code:

![QR Code](image)

Application is open till 31 March 2021.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 37 OF 2020

21 Sep 2020

Pleasure Craft Community

REVISION TO THE NUMBER OF PERSONS ONBOARD PLEASURE CRAFT IN THE PORT OF SINGAPORE

1. This Port Marine Circular (PMC) supersedes PMC 28 of 2020.

2. All pleasure craft operators, owners and masters are reminded to ensure that they comply with the measures stipulated in the COVID-19 (Temporary Measures) (Control Order) Regulations 2020, and implement these measures in relation to persons boarding and on the craft.

3. These measures include implementing contact tracing procedures such as SafeEntry for all persons who board the pleasure craft. If SafeEntry is not implemented, the craft owner/operator/master must maintain a record of the passenger and crew manifest\(^1\). In addition, temperature screening\(^2\) and checks on visible respiratory symptoms\(^3\) must be conducted before any person boards the craft. Persons with a fever or who display any visible respiratory symptoms must not be allowed to board the craft and should be advised to seek medical attention immediately. Every individual must wear a mask at all times except in circumstances prescribed in the COVID-19 (Temporary Measures) (Control Order) Regulations 2020\(^4\).

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\(^1\) The passenger/crew manifest shall provide details such as name of passenger/crew, last four digits of NRIC/passport number/FIN and contact number.

\(^2\) Individuals with temperature above 37.5 degrees Celsius are considered as having a fever.

\(^3\) These symptoms include: (a) coughing; (b) sneezing; (c) breathlessness; and (d) a runny nose.

\(^4\) These include, amongst others, when the individual is consuming food, drink or medication or carrying out, in the course of employment, an activity that requires no mask may be worn.
4. Gatherings of more than 5 persons onboard any pleasure craft are prohibited. However, exemptions can be granted with prior approval for the following craft and activity:
   
a) SZH-licensed pleasure craft activities, including marriage solemnisations, or wedding receptions; and

b) Marriage solemnisation onboard SZ-licensed pleasure craft.

5. Please refer to ANNEX A for more information on holding solemnisations and receptions onboard pleasure craft.

SZH-licensed pleasure craft

6. Owners/operators of SZH-licensed pleasure craft that intend to carry more than 5 passengers for the conduct of ANY activities are required to submit a one-time application for MPA’s review and approval. The details are provided in ANNEX B. The proposals shall be submitted at least 14 days prior to the commencement of the first trip with carriage of more than 5 passengers. The submission can be made to the Marine Safety and Environment Department via email: pms@mpa.gov.sg.

7. SZH-licensed pleasure craft that operate dining cruises are reminded to comply with the measures under the COVID-19 (Temporary Measures)(Control Order) Regulations 2020 applicable for gatherings and retail food and drink establishments.

8. Owners/operators of SZH-licensed pleasure craft are reminded that self-service buffet lines, live music, radio broadcasts and all forms of television/video screenings and other forms of entertainment such as dancing, darts or karaoke are not allowed on board. Recorded music may be played only as soft background music, not exceeding 60 decibels.

9. We thank the pleasure craft community for their support and remind all to remain vigilant to achieve a COVID-safe Singapore.

10. Please contact Capt Shawn Hoe (Tel: 6325-2465, email: shawn_hoe@mpa.gov.sg) for any clarification needed on this circular.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

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5 This limit of 5 persons does not include the master/crew employed to operate the craft and should at no time exceed the craft licensed carrying capacity.

6 60 decibels is about the sound level for a regular conversation.
Marriage solemnisations or wedding receptions onboard MPA-licensed pleasure craft

1. Marriage solemnisations or wedding receptions may only be held on board MPA-licensed pleasure craft in compliance with the requirements of the COVID-19 (Temporary Measures)(Control Order) Regulations 2020 including the safe management measures listed in ANNEX B. Please refer to the following weblink for further information on solemnisations and receptions. (https://covid.gobusiness.gov.sg/faq/sectorspecific/marriage).

2. In addition to ensuring compliance with the requirements referred to in Paragraph 1, MPA-licensed pleasure craft owners/operators who wish to hold marriage solemnisations or wedding receptions onboard must:

a) Obtain MPA’s written approval (email: pms@mpa.gov.sg) at least 14 days before the date of the solemnisation or reception, and must submit to MPA a passenger management plan detailing the maximum number of persons allowed on board after factoring (i) safe management measures and (ii) the craft’s licensed carrying capacity.

b) Seek approval from the owners of the premises where the craft are berthed (e.g. marinas) if the solemnisation or reception is held when the pleasure craft is berthed.

c) Comply with conditions for solemnisations and receptions that can be held onboard pleasure craft (refer to Table 1 below).
Table 1: Conditions for solemnisations and receptions that can be held onboard pleasure craft

<table>
<thead>
<tr>
<th>Venue</th>
<th>Marriage Solemnisations</th>
<th>Wedding Receptions</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPA licensed pleasure craft (license prefix “SZ”)</td>
<td>Maximum of 8 guests (excluding the couple, the solemniser, and other persons onboard for the purposes of providing authorised services, such as event vendors and crew employed to operate the craft), provided that (a) the total number of persons on board does not exceed the craft’s licensed carrying capacity at all times (b) applicable safe management measures can be implemented onboard. MPA-licensed SZ craft are not allowed to engage in commercial hire in the port of Singapore. The Owner/operator of the SZ craft must submit a declaration that the craft is not being offered for, or engaged in, commercial use in hosting the solemnisation including through any commercial hire arrangement.</td>
<td>Not allowed</td>
</tr>
<tr>
<td>MPA licensed pleasure craft (license prefix “SZH”)</td>
<td>Up to 48 guests (excluding the couple, the solemniser and other persons onboard for the purposes of providing authorised services, such as event vendors and crew employed to operate the craft) provided that: (a) the total number of persons on board does not exceed the craft’s licensed carrying capacity at all times (b) applicable safe management measures can be implemented onboard. For solemnisations and receptions with more than 20 persons, the persons should be split into a group of 20 (called the “wedding party, including the parties to the marriage and any solemnisation witnesses”), with the remainder split into groups of 5. The “wedding party” should maintain a 1 metre distance from the smaller groups of 5. The groups of 5 should also maintain a 1 metre distance from other groups at all times. There should be no intermingling or mixing between groups.</td>
<td></td>
</tr>
</tbody>
</table>
Application for SZH to carry more than 5 passengers

1. Owners/operators of SZH-licensed pleasure craft who wish to carry more than 5 passengers, other than the master/crew employed to operate the craft, are invited to submit their proposals for MPA’s review and approval. The proposals shall be submitted at least 14 days prior to the commencement of first trip with carriage of more than 5 passengers.

2. Owners/operators of SZH-licensed pleasure craft issued with the approval are reminded of their responsibility to ensure compliance, failing which the approval would be revoked and appeals would not be entertained.

3. The plan shall include but is not limited to the following:
   b) Appointing Safe Management Officer(s) (SMO) to assist in the implementation, coordination and monitoring of the system of SMM on board the pleasure craft. The SMO can be the master of the craft or a nominated crew member who reports to the master. The master is responsible for and to ensure the proper execution of the SMO functions. The duties of the SMOs include coordinating implementation of SMM, conducting inspections, and checks remedying noncompliance; keep records of inspections, checks and correction actions. The SMO for each craft shall be identified via a name tag or arm band, etc, with the wordings “Safe Management Officer” to identify the individual’s role and responsibilities.
   c) Measures that will be taken on board to ensure not more than 5 persons in a sub-group and maintaining 1m safe distancing between the sub-groups. There should not be intermingling between the sub-groups at all times, including during side visits to the beaches, islands, etc, or other activities.
   d) Maintaining a record of the passenger and crew manifest of each charter for contact tracing purpose. The manifest shall be kept for at least 30 days. Passengers should be encouraged to install and use the TraceTogether application.
   e) Taking temperature of all passengers before start of each tour and disallowing any passengers whose body temperature is more than 37.5 degrees Celsius and/or displaying any visible respiratory symptoms (such as coughing, sneezing, breathlessness or a runny nose) to board the pleasure craft.
   f) Conducting a pre-departure briefing and to ensure that all SMMs relevant to passengers are conveyed to them
   g) Ensuring that each charter does not exceed 8 hours
   h) Tour itinerary (i.e. route of the tour)
   i) Details of activities that will be conducted. For specific activities (e.g. swimming, kayaking, scuba diving) carried out onboard, please provide details on activities and elaborate on SMM (e.g. common usage equipment
sanitization prior to use by other group) put in place to ensure that all activities are conducted in accordance to national policy and in accordance to advisories issued. Any activity that does not allow safe distancing to be observed must not be conducted

j) Ensuring that all persons on board are wearing face masks in accordance with the prevailing requirements.

k) If food and beverage will be served, details of how they will be served. Note that self-service buffets and BBQ by the passengers are not allowed.

l) Cleaning and disinfection of the pleasure craft after each charter or as necessary, especially the high touch areas such as tables, chairs, railings, door handles etc. (Please refer to NEA website for the guidelines and advisories e.g. https://www.nea.gov.sg/our-services/publiccleanliness/environmental-cleaning-guidelines/cleaning-and-disinfection/guidelines/guidelines-for-environmentalcleaning-and-disinfection or https://www.nea.gov.sg/our-services/public-cleanliness/environmental-cleaningguidelines/cleaning-and-disinfection/advisories/advisory-on-surface-cleaning-and-disinfection-for-covid-19)

m) Owners/Operators of the SZH-licensed pleasure craft shall provide additional documents to MPA if there is a need for clarification.

4. Owners/operators of SZH-licensed pleasure craft are required to submit their respective plans in a single word document to the Duty Officer, Marine Safety Control Centre, email: pms@mpa.gov.sg.

5. Owners/operators of SZH-licensed pleasure craft who do not comply with the required SMM will face a fine of up to S$10,000, imprisonment of up to six months, or both for first-time offenders under the COVID-19 (Temporary Measures) Act. Repeat offenders may face a fine of up to S$20,000, imprisonment of up to twelve months, or both. Further, other powers under the Act, suspension or revocation of licences, may be used against the owners/operators of SZH craft that are found to be non-compliant. Owners/operators of SZH-licensed pleasure craft who do not comply with SMMs may also be ineligible for government grants, loans, tax rebates and other assistance.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 035 OF 2020

24 Aug 2020

Harbour Craft Community
Shipping Community

ADVISORY ON MARINE SERVICE PROVIDERS ATTENDING TO VESSELS AT ANCHORAGES AND TERMINALS IN THE PORT OF SINGAPORE

1. Singapore continues to take a calibrated and risk-based approach in determining the precautions and measures for the COVID-19 pandemic.

2. The owner, agent or master of any vessel arriving in the Port of Singapore to conduct activities such as repairs, servicing, surveys and inspections which requires shore-based personnel to board the vessel, other than receiving bunkers and ship supplies, must notify and provide the relevant information, in advance, to the Port Master.

3. The owner, agent or master of the vessel must inform the Port Master 3 days before the arrival of the vessel, that the vessel will be conducting the activities mentioned in paragraph 1, and whether shore-based personnel (such as surveyors, P&I correspondents, superintendents and repair technicians) will be boarding the vessel at the anchorages or terminals. The following information shall be submitted:

   a. Name of vessel;
   b. Name of service provider;
   c. Purpose of boarding and scope of works;
   d. Full name and local contact number of shore-based personnel;
   e. The intended boarding date, with estimated duration on board; and
   f. The service provider’s Safe Management Measures (SMM), which must include details of safe distancing and precautionary measures for COVID-19 before boarding, when conducting work on board and after completion of work.
4. The information is to be submitted through the online form as detailed in Annex A.

5. The owner, agent or master of any vessel who fails to notify and submit the required information within the stipulated time may be found guilty of a breach of Section 44 of the Maritime and Port Authority Act (Chapter 170A) and be liable on conviction to a fine not exceeding $10,000.

Precautionary Measures for Marine Service Providers Boarding Vessels in Port

6. Shore-based personnel cannot board the vessel if no advance notice was given. For vessels which have given the required advance notice, shore-based personnel who are boarding the vessel are reminded to:

<table>
<thead>
<tr>
<th>DO</th>
<th>DON’T</th>
</tr>
</thead>
<tbody>
<tr>
<td>See a doctor if you are sick and stay at home</td>
<td>Don’t go to work even if symptoms appear mild</td>
</tr>
<tr>
<td>Leave the work area immediately if you start feeling unwell and report to your employer</td>
<td></td>
</tr>
<tr>
<td>Do request for a designated work and rest area</td>
<td>Don’t loiter in the crew living or common areas</td>
</tr>
<tr>
<td>Shorten the duration of stay on board to minimise exposure</td>
<td>No overnight stays on board visiting vessel</td>
</tr>
<tr>
<td>A mask must be worn at all times (unless the work activity requires that no mask be worn). In addition, to wear other appropriate Personal Protective Equipment (PPE), where necessary, such as gloves, goggles/face shields and surgical gown, without jeopardising operational and personal safety</td>
<td>Do not reuse used PPE, and dispose PPE in designated biohazard disposal bin</td>
</tr>
<tr>
<td>Practice safe distancing (at least 2 metres apart) and avoid physical contact with vessel’s crew</td>
<td>Don’t shake hands. Adopt alternative greetings</td>
</tr>
</tbody>
</table>
**DO** | **DON’T**
--- | ---
Observe good personal hygiene such as frequent washing of hands with soap or use hand sanitisers | Avoid touching your eyes, nose and mouth
Bring and consume your own individually packed food and drinks | Do not consume food and beverages from the vessel
Consume your meals separate from the vessel’s crew | Do not share food with others

**Precautionary Measures for Vessels with Marine Service Providers Boarding in Port**

7. For vessels which have shore-based personnel boarding, the vessel should adopt the following measures:

   a. All crew members are to wear a mask at all times and practise safe distancing (at least 2 metres apart).
   b. All crew members are to take and record their temperature twice daily.
   c. All crew members are advised to maintain good hygiene in the vessel's accommodation areas by cleaning frequently touched surfaces (e.g. desk, chart tables, dining tables, bridge/engine room consoles, door handles, hand-holds, switches, telephones/VHF handsets, faucets, etc.)
   d. Master of the vessel should isolate unwell crew members and/or passengers.
   e. Access should be denied to shore-based personnel who are unwell.
   f. Minimise interaction of crew with shore-based personnel by, where possible, designating a separate, clean and disinfected rest area, and dedicated toilets for shore-based personnel to use only.
   g. Upon shore-based personnel disembarking, disinfect the areas that have been used and especially high touch points. The vessel’s master should follow the National Environment Agency’s guidance for disinfecting common areas and rooms.
   h. Keep a record of the movement of shore-based personnel on board the vessel.

8. Owners/managers/supervisors of marine service companies are reminded to take note of all available health advisories and bring it to the attention of your company and employees.
9. Companies wishing to implement additional preventive measures in line with their respective company policies should ensure these additional measures comply with prevailing standards/procedures applicable in the Port of Singapore.

10. We thank all stakeholders for their continuous efforts in ensuring that Singapore’s port operations remain uninterrupted and efficient. We also urge all to remain vigilant, resolute and united in tackling the COVID-19 pandemic.

11. Please refer to Annex B for Frequently Asked Questions (FAQs). For clarifications, please write to Duty Officer, Marine Safety Control Centre, email: pms@mpa.gov.sg or contact Tel: +65 6325 2488/9.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Appendix A

PMC No. 35 of 2020

ONLINE FORM FOR SUBMISSION OF NOTIFICATION

Please Scan the QR Code Below

![QR Code]

https://go.gov.sg/pm35

Or visit the following link

www.go.gov.sg/pmc35
Frequently Asked Questions – PMC 35 of 2020

1. Do I need to wait for MPA’s approval to the notification submitted?

No. The applicant only needs to submit the notification for MPA’s information. MPA will contact the applicant should we require further information/clarifications on the notification submitted.

2. I am unable to meet the 3-days advance notice as the job/order was a last-minute request. What should I do?

We recognise that there may be some circumstances where companies are unable to submit the notification 3-days in advance. As such, the notification shall be submitted at the earliest opportunity available, and to indicate reason for not meeting the 3-days advance notice.

Owners/Master/Agents of visiting vessels should always ensure safe management measures are in place for the protection of shore workers boarding the vessel.

3. Do I need to submit notification for shore terminal staff (stevedores, loading master, surveyors, tally clerk, mooring gang) boarding the vessel at the terminal?

No. Personnel who are part of the regular workforce directly employed by terminal operator to perform the day to day operations do not need to submit any notification to MPA.

This also includes external parties/vendors which are not a part of the regular workforce, but have received permission/clearance from the terminal operator to enter the terminal premises to board the vessel.

These personnel would already be familiarised and/or briefed on the safe management measures implemented by the terminal operator.

4. I have an amendment to my earlier submission. How do I do that?

If there are any amendments, a new submission is to be made.
5. Can I have a copy of the submission?

Due to limitation of the form, a copy of the submission is not able to be sent to the applicant’s email. Applicants will still receive an e-acknowledgement of their submission.

6. I am an Agent, can I have the service provider submit the form directly?

We strongly encourage Owners, Master or Agents to collate the information and submit the forms as there may be more than 1 party from different service providers boarding the vessel to perform the service(s) requested and there may be a need to coordinate on submission and implementation of the Safe Management Measures.

Where not feasible, the Owner, Master or Agent may direct the service provider to submit the form directly. The Master, who has oversight of all the activities onboard the vessel, will need to coordinate this closely with the service provider(s) and be kept informed of the notification submitted.

7. I note overnight stays are not allowed but the vessel is only calling in the late evening and I am attending till the next morning. Am I allowed to proceed?

Shore personnel who have worked in the day and slept overnight on board to continue their work the next day are considered to have stayed overnight onboard the vessel. This is not permitted.

The intention is to discourage shore personnel from entering into the crew living quarters or common areas, and reducing their duration of time spent onboard.

8. My company’s marine and technical superintendents and managers wish to board for a visit, do they need to submit the notification as well?

Yes, the circular will apply to these personnel.

9. Why did the channel of submission change from an email to the online FormSG?

Due to the high volume of submissions, the switch to FormSG was made to allow for uniformity and consistency of submissions.
GUIDELINES FOR SAFE TRANSFER OF PERSONS BETWEEN VESSELS AT ANCHORAGES

The Maritime and Port Authority of Singapore has conducted a safety analysis and identified that some of the common causal factors contributing to persons falling overboard during transfers between vessels at the anchorages, were due to slips and trips, unsuitable embarking/disembarking arrangements and unfavourable weather conditions. Whilst majority of such personnel transfers are conducted under proper supervision and with appropriate personal protective equipment, such as donning of lifejackets, there were still some who did not observe such safe practices. These have resulted in a few injuries and/or loss of lives, which could have been prevented.

2. Under the ambit of the National Maritime Safety at Sea Council to raise safety awareness, the Maritime and Port Authority of Singapore and the Harbour Craft Safety Working Group represented by industry stakeholders, have prepared a set of guidelines to promote safe practices while conducting transfer of persons between vessels at the anchorages. The guidelines aim to prevent persons falling overboard incidents during transfers between vessels at the anchorages. Please see attached ANNEX A.

3. Safety at sea not only prevents economic losses, but more importantly, protects people and the environment from harm. It is important for every individual in the harbour and shipping community to share the responsibility towards fostering good habits and a culture of safety.

4. Please call Capt. Scott Ngiam at Tel: (65) 6773-7401 or Ms. Eunice Pui at Tel: (65) 6325-2477 if you have any queries regarding this circular.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
GUIDELINES FOR SAFE TRANSFER OF PERSONS BETWEEN VESSELS AT ANCHORAGE

1. The guidelines are applicable to persons who are exposed to risk of falling into the water during transfers between vessels at the anchorage. Such persons include, but are not limited to, ships’ crew, harbour pilots, boarding officers of shipping agencies, marine surveyors, marine superintendents, repair crew and other service personnel that board ships at the anchorages.

2. Under the MOM WSH Workplace Safety and Health (General Provisions) Regulation 23 - Measures to be Taken to Prevent Falls:

   It shall be the duty of the employer of a person who is exposed to the risk of falling into water and of drowning to provide –
   
   a) equipment and means of rescuing and resuscitating drowning persons; and
   
   b) suitable life jackets or other equipment for keeping such persons afloat in the event that they fall into the water.

3. Due to the physical nature of the activity and the risk involved, all parties should keep good situation awareness, exercise extreme caution and made aware of the risk assessment of the impending transfer operation when conducting the transfer.

4. In order to prepare for safe transfers, persons are strongly recommended to wear appropriate Personal Protective Equipment (PPE), including a working SOLAS type-approved life-jacket or a life-jacket meeting International ISO 12402 - performance level 100, or higher.

5. Suitable boarding arrangements, such as accommodation ladder, pilot ladder and/or combination ladder, are to be properly rigged and assessed to be safe for use, by an authorised person from the vessel providing the boarding arrangements.

   a) A safely rigged pilot ladder might be the most appropriate means for boarding a vessel from a service boat. However, where the vessel’s freeboard exceeds 9 meters, a combination of pilot ladder and accommodation ladder should be used.
   
   b) Where pilot ladders are used for embarkation and disembarkation, they should conform to the requirements of IMO Resolution A.1045(27).
   
   c) Steep angled accommodation ladders (>55 degrees to horizontal) should not be used for embarking or disembarking at anchorages into or from a service boat.

6. Embarkation/disembarkation areas of the service boats shall be free of slipping or tripping hazards, have sufficient handholds, be free of obstructions, be within line-of-sight of the boat’s operator, and be sufficiently illuminated during hours of darkness.

7. Persons embarking or disembarking a ship at anchorage should maintain 3-point contact at all times when embarking or disembarking.
8. Risk assessments are to be conducted by the owner/operator of the service boats and translated as safety guidelines displayed prominently on board as guidance to the master, crew and passengers of the service boat.

9. The master of service boats should consider the weather conditions and sea state before deciding on proceeding with the transfer of personnel at the anchorages.

10. The master, crew and passengers of service boats are encouraged to report any unsafe practices to the Maritime and Port Authority of Singapore using the following means:

   a) MPA’s MyMaritime App; or;

   b) MPA Marine Safety Control Centre (MSCC)
      i. Email: pms@mpa.gov.sg
      ii. Telephone: +65 6325-2488 / 2489

==== END ====

This is a joint initiative by the National Maritime Safety At Sea Council - Harbour Craft Safety Working Group and the Maritime and Port Authority of Singapore.

07 Aug 2020
CHEK JAWA WETLANDS

The National Parks Board (Nparks) has issued a notification to the marine community (including pleasure craft users) who may enter or conduct activities near to the Chek Jawa Wetlands on Pulau Ubin. A copy of the notification dated 1 Aug 2020 is attached as Annex A.

2 Shipping, harbour and pleasure craft communities are reminded to obtain a written permit from NParks and comply with the requirements to enter or conduct any activities near to the Chek Jawa Wetlands.

3 For application of permit and clarifications on this circular, please write in to NParks, email: NPARKS_Pulau_Ubin@nparks.gov.sg
To the Marine Community and members of the public,

CHEK JAWA WETLANDS

This Notification is directed to the marine community (including pleasure craft users) and members of the public who may enter or conduct activities near to the Chek Jawa Wetlands on Pulau Ubin.

Please note that the area bounded by the following coordinates (demarcated in attached plan, "CJW.pdf") and known as Chek Jawa Wetlands (the ‘Wetlands’), has been managed by the National Parks Board (‘NParks’) under the Parks and Trees Act (Cap. 216) and the Parks and Trees Regulations (Cap. 216, R1).

WGS 84 Datum

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°25.109'</td>
<td>103°59.316'</td>
</tr>
<tr>
<td>2</td>
<td>01°24.700'</td>
<td>104°00.000'</td>
</tr>
<tr>
<td>3</td>
<td>01°24.102'</td>
<td>103°59.338'</td>
</tr>
<tr>
<td>4</td>
<td>01°24.420'</td>
<td>103°58.600'</td>
</tr>
</tbody>
</table>

NParks seeks the co-operation of the marine community and the public in observing the provisions of the Parks and Trees Act (Cap. 216) and its regulations in relation to this area. In particular, except where a written permit has been obtained from NParks, the following must be observed to avoid prosecution for offences under the Parks and Trees Act and its Regulations:

i. No person, vessel or craft shall enter into or remain within the Wetlands;

ii. No person shall drop, or deposit any item within the Wetlands;

iii. No vessel or craft shall anchor within or moor at the jetty or floating pontoon or any other structure within the Wetlands;

iv. No person, vessel or craft shall land at Pulau Sekudu or anywhere within the Wetlands;

v. There shall be no collection of any natural material or any organism (alive or otherwise including the remains of any organism) or the possession of or use of rods, lines, hooks, nets and traps within the Wetlands;

vi. No person shall stray into, canoe, swim, bathe, snorkel or scuba dive within the Wetlands.
vi. Any person having entered the Wetlands must carry with him a copy of the permit to be made available for inspection by any NParks authorised officer or the Police Coast Guard.

4 Any request for a permit to enter or for approval for any activity within the Wetlands should be sent to the following email address: NParks_Pulau_Ubin@nparks.gov.sg at least 14 days before the event.

5 Do call us at 6542 4108 if you have any queries on this notice.

Thank you.

Robert Teo
Director/Pulau Ubin
For Commissioner of Parks and Recreation
National Parks Board

Note:
Port Marine Circular
No. 32 of 2020

24 July 2020

Harbour Craft Community
Pleasure Craft Community
Shipping Community

Advisory for shore personnel and ship crew visiting or working onboard vessels alongside wharves, in shipyards and at anchorages

1. Singapore continues to take a calibrated and risk-based approach in determining the precautions and measures for the COVID-19 pandemic. Since 23 March 2020, 2359H, crew and passengers on short term visits have not been allowed to disembark in Singapore, unless given special prior approval from the Maritime and Port Authority of Singapore (MPA).

Measures and Requirements for Vessels

2. Before leaving the last port of call (before calling at the port of Singapore), the vessel's master, owner, manager or agent should ensure that any suspected or confirmed COVID-19 infected crew on board the vessel received proper medical treatment before leaving the port and starting its journey to Singapore.

3. All ships scheduled or intending to call at the Port of Singapore must immediately notify and seek approval to enter the Port of Singapore if there are suspected COVID-19 cases on board or if it had conducted crew change in the past 14 days before arrival in Singapore.

4. All vessels arriving in the Port of Singapore must submit the Maritime Declaration of Health (MDH) to the National Environment Agency’s (NEA) Port Health.
5. Vessels arriving in Singapore should adopt the following measures:
   a. All crew members are to take and record their temperature twice daily.
   b. All crew members are advised to maintain good hygiene in accommodation areas by cleaning frequently touched surfaces (e.g. desks, door handles, switches, telephones, etc.).
   c. Master of the vessel should isolate unwell crew members and passengers.
   d. The vessel’s master should follow NEA’s guidance for disinfecting common areas and rooms.

Precautionary Measures for Marine Services Providers

6. The following additional precautionary measures should be considered by marine services providers when conducting marine operations for vessels. These additional measures are drawn up based on consultations with Singapore’s Ministry of Health. Shore personnel or the vessel’s master and crew, as appropriate, should:
   a. Carry out, and log, twice daily temperature checks.
   b. A mask must be worn at all times (unless the work activity requires that no mask be worn). In addition, to wear other appropriate Personal Protective Equipment (PPE), where necessary, such as gloves, goggles/face shields and surgical gown, without jeopardising operational and personal safety.
   c. Practice safe distancing (at least 2 metres apart) and avoid physical contact with vessel’s crew.
   d. Seek medical attention promptly if feeling unwell.
   e. Observe good personal hygiene and avoid touching eyes, nose and mouth.
   f. Practice frequent hand washing with soap.
   g. Avoid shaking hands and adopt other non-contact greeting methods.
   h. Reduce ship-shore activities by reducing ship-shore exchanges, internal and external audits, non-essential maintenance and other non-essential activities.
   i. Strengthen gangway or ladder control by implementing stricter ISPS procedures. This includes enhancing the stairway control, checking the credentials of all shore personnel boarding the vessel, and checking and logging their temperatures. Access should be denied to shore personnel displaying flu-like symptoms.
   j. Maintain a log of movements of all persons for the purposes of contact tracing.
   k. Minimise unnecessary interactions between the vessel’s crew and shore personnel. Unnecessary boarding visits should be prohibited (e.g. limit unnecessary entry of agents, tally, foremen, suppliers and other foreign personnel into the crew living area to reduce ship-shore exchanges). Conduct briefings and completion of paperwork through electronic means as far as possible.
   l. Only essential vessel crew and shore personnel to be in the same work area if necessary, which has to be well ventilated at all times.

The above list of precautionary measures is not exhaustive, and companies/individuals may wish to take other reasonable precautionary measures.

7. Owners/managers/supervisors of marine services companies are to take note of all available health advisories and bring it to the attention of your company and
employees. Companies wishing to implement additional preventive measures in line with their respective company policies should ensure these additional measures comply with prevailing standards/procedures applicable in the Port of Singapore.

8. We thank all stakeholders for their continuous efforts in ensuring that Singapore’s port operations remain uninterrupted and efficient. We also urge all to remain vigilant, resolute and united in tackling the COVID-19 pandemic.

9. For clarifications, please write in to Duty Officer, email: shipping@mpa.gov.sg and pms@mpa.gov.sg.

10. This circular supersedes Port Marine Circular No.18 of 2020.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
PORT MARINE CIRCULAR
No. 30 OF 2020

13 JUL 2020

Shipping Community
Harbour Craft Community

REQUIREMENTS FOR PROPER DISPOSAL OF RADIOACTIVE WASTE

The National Environment Agency (NEA) has published a circular to remind industry partners on the requirements for proper disposal of radioactive waste in Singapore.

2 The National Environment Agency’s, Circular No. RPNSD/IRCS/2019/10-0001, is enclosed as Appendix 1.

3 Any queries relating to this circular should be directed in writing to the National Environment Agency officer, Ms WU Su Yuan at Tel: 6708 6226 or Wu_Su_Yuan@nea.gov.sg.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
CIRCULAR

Our Ref: RPNSD/IRCS/2019/10-0001
08 October 2019

REQUIREMENTS FOR PROPER DISPOSAL OF RADIOACTIVE WASTE

**Applicable to:** This circular is for the attention of all Singapore ship owners, ship managers, shipmasters, operators of shipyards, surveyors and the general shipping community.

1. The National Environment Agency (NEA) would like to remind all industry partners that it is an offence to dispose of, accumulate and transport radioactive waste in Singapore without an approval in writing from the Director-General of Environment Protection (DGEP) of NEA. Any person found to have disposed of, accumulated or transported radioactive waste without authorisation is liable on conviction to a fine up to $50,000 or to imprisonment for a term up to 12 months or to both.

2. While radioactive material installed as part of the equipment of ships are not required to be licensed in Singapore, the material cannot be disposed of in Singapore without authorisation. For enquiries on licensing and authorisation matters, please contact the Radiation Protection and Nuclear Science Department of NEA at NEA_RPNSD_licence@nea.gov.sg.

3. Industry partners should note that Natural Occurring Radioactive Material (NORM) is radioactive material that contains no significant amounts of radionuclides other than those naturally occurring in the environment. NORM residue is material that remains from a process and comprises NORM or is contaminated by NORM. NORM residue can accumulate in piping from tankers that had carried crude oil or petroleum cargo. An accumulation of such residue may result in significantly elevated radionuclide concentration whereby shipyard workers involved in repair works within cargo tanks may be exposed to. Protective measures should be taken to ensure that the radiation exposure to shipyard workers are minimised. Where no further use is foreseen for the crude oil and petroleum containing NORM residue, the disposal of such waste must adhere to Paragraph 1 of this circular.

4. A non-exhaustive list of apparatus containing radioactive materials commonly used by or found in the shipping industry is tabled below for information.

<table>
<thead>
<tr>
<th>S/N</th>
<th>Name of Apparatus</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Radioactive level gauges, also commonly known as the following:</td>
</tr>
<tr>
<td></td>
<td>a) Radioactive level measurement apparatus</td>
</tr>
<tr>
<td></td>
<td>b) Nuclear level sensors</td>
</tr>
<tr>
<td>2</td>
<td>Nuclear moisture gauge, also commonly known as the following:</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>---</td>
<td>---</td>
</tr>
</tbody>
</table>
| 3 | a) Nuclear moisture content meter  
   | b) Nuclear density gauge, also commonly known as the following:  
   | c) Nuclear densometer  
| 3 | Low Specific Activity Scales (LSAs), also commonly known as the following:  
   | a) Pipe scales  
   | b) NORMs  
| 4 | Nuclear borehole probes, also commonly known as the following:  
   | a) Dual density + Caliper probe  
   | b) Neutron probe  
   | c) Gamma density probe  
| 5 | Industrial radiotracers  

5 For further clarification relating to this circular, please contact Ms WU Su Yuan at 6708 6226 or wu_su_yuan@nea.gov.sg.

Yours faithfully,

Wu Su Yuan
for Senior Director
Radiation Protection and Nuclear Science Department

(This is a computer generated letter. No signature is required)
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 29 OF 2020

23 Jun 20

Shipping Community
Harbour Craft Community

REVISION OF HEIGHT RESTRICTION IN CRUISE BAY

1. This circular informs the shipping and harbour craft communities of the amendments to the Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2020, which will come into operation on 01 July 2020.

2. To enhance the safety of vessels and the cable car system located within the Cruise Bay, the Maritime and Port Authority of Singapore (MPA) has conducted a review of the height restriction in Cruise Bay. A chartlet of the Cruise Bay Area is attached as Annex A.

3. With effect from 01 July 2020, **the height restriction in the Cruise Bay for all vessels will be revised from 52 metres to 50 metres.** The amendments are as follows:

   (a) Under Regulation 49(1) of the MPA (Port) Regulations, **a person must not cause or permit a vessel exceeding 50 metres in height to enter or remain in the Cruise Bay.**

   (b) Under Regulation 49(2) of the Maritime and Port Authority of Singapore (Port) Regulations, **a person must not cause or permit a vessel in the Cruise Bay to be modified to attain a height exceeding 50 metres.**
Pursuant to Regulation 49(4) of the Maritime and Port Authority of Singapore (Port) Regulations, the owner, agent, master or person-in-charge of a vessel exceeding 48 metres in height is to obtain prior written approval of the Port Master before entering, manoeuvring within or leaving Cruise Bay. When applying for approval, the following documents must be submitted:

(a) The owner, agent, master or person-in-charge must submit a certificate from any classification society authorised by MPA as a Recognised Organisation, stating the maximum height of the vessel. A list of Recognised Organisations is available at http://www.mpa.gov.sg/web/portal/home/singapore-registry-of-ships/register-with-srs/additional-information#AI10

(b) The master must give a written undertaking that the height of the vessel will not exceed 50 metres throughout the period of the vessel’s stay within the Cruise Bay.

For the purpose of height restriction, the height of a vessel is measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure, or equipment on board. If there are extendible structures on board, the highest point shall be the maximum height attainable by these structures when fully extended, if such extended height exceeds the height of its cargo, or fixed structures or equipment.

This circular supersedes Port Marine Circular No. 16 of 1998.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 27 OF 2020

18 June 2020

Shipping Community

UPDATED REQUIREMENTS FOR CREW CHANGE FOR CARGO SHIPS IN THE
PORT OF SINGAPORE, TO MINIMISE RISK OF COMMUNITY SPREAD OF THE
CORONAVIRUS DISEASE 2019 (COVID-19) IN SINGAPORE
(SUPPLEMENTARY TO PMC NO.26 OF 2020)

1. As Singapore moves into Phase Two of re-opening, the Maritime and Port
Authority of Singapore (MPA) has updated our crew change requirements. This takes
into consideration feedback from our industry players and unions. Despite the COVID-
19 pandemic, MPA has been facilitating crew change under special circumstances, as
well as facilitating medical treatment of seafarers who require emergency attention.

2. MPA has revised the requirements for crew change as follows:

   a) Designated holding facility. MPA understands the need to cater to some
crew members who are not able to transfer directly to their vessel or flight.
MPA will approve such crew change under special circumstances, should they meet the criteria stipulated in PMC 26 of 2020, and subject to a booking in a designated holding facility. This will apply to applications made from 19 June onwards. For crew sign-ons, the designated holding facilities will be able to take crew from 2 July 2020 as he/she is required to have been in quarantine for at least 14 days prior to departing his/her home country. The stay at the designated holding facility is for up to 48 hours.

The two designated holding facilities are proposals from the industry and
unions which MPA has accepted. The designated holding facility will have
to comply with a list of conditions stipulated by MPA for it to receive
bookings. Please refer to Annex A for details of the designated holding
facilities. Depending on demand, MPA may impose a quota and/or a
prioritisation framework.
b) **Ship departure upon crew sign-off.** Ships, after signing off its crew and obtaining port clearance, need not remain in port until the sign-off crew have departed Singapore. Ship managers/agents shall be responsible for ensuring that the crew change is effected according to MPA’s requirements.

c) **Tele-medicine consultation for issuance of fit-to-travel certificate.** Ship owners/managers/agents can now use tele-medicine (i.e. real time video consultation) to obtain a fit-to-travel assessment and certification for crew signing off in Singapore. MPA will accept fit-to-travel certificates issued by Singapore Medical Council (SMC)-fully registered doctors meeting the requirements set out in Annex B.

d) **Meet-and-greet service at Changi Airport.** With effect from 26 June 2020, ship managers/agents must arrange meet-and-greet services for sign-on crew arriving at Changi Airport, to escort the crew from the moment they disembark the plane to the point where they are handed over to the agent for the direct transfer to the ship or designated holding facility. The list of meet-and-greet service providers include Certis, SATS and dnata.

3. Ship owners/managers/agents should apply for crew change in Singapore by filling up the online form at www.mpa.gov.sg/web/portal/home/port-of-singapore/operations/crew-change. As MPA expects a high volume of applications, we urge ship owners/managers/agent to submit applications at least 14 days before the planned crew change, especially if the application includes sign-on crew. For foreign-flagged ships, crew change will be considered if the ship meets all prevailing requirements, and are in Singapore for cargo operations, bunkering and/or other marine services.

4. MPA will continue to work closely with the industry and unions to review the crew change procedures to ensure a “safe corridor” for crew change which minimises public health risk to both the local and shipping community.

5. Unless otherwise specified, the provisions of this circular take effect immediately. This circular supplements PMC No. 26 of 2020, and therefore, unless revised by this PMC, the requirements for crew change in PMC No.26 of 2020 continue to apply.

CAPT KEVIN WONG  
PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
ANNEX A

INFORMATION ON HOLDING FACILITIES

ACCOMODATION VESSEL “POSH BAWEAN”
Rooms: Air-conditioned with en-suite bathroom
Meals: All three meals are included. Meals will be delivered to the room.

For reservations, please contact:
Jonathan Ng
+65 9740 4775
reservations@paccoffshore.com.sg

SEACARE HOTEL
Rooms: Air-conditioned with en-suite bathroom
Meals: All three meals are included. Meals will be delivered to the room.

For reservations, please contact:
Phang Jing Huei
+65 6818 2680
reservations@theseacarehotel.com.sg
ANNEX B

Tele-medicine requirements

1 MPA accepts fit-to-travel certificates issued by Singapore Medical Council (SMC)-fully registered doctors meeting all following requirements:

- The doctor conducting the assessment must have completed the tele-medicine e-training provided by Singapore Ministry of Health (MOH). A copy of the doctor’s e-training participation statement must be submitted with the fit-to-travel certificate to MPA;

- The doctor must conduct the clinical assessment over real time video (i.e. no asynchronous video, voice calls or text will be permitted);

- The assessment of the crew should be based on the prevailing suspect case definition set out by the MOH (e.g. MOH Circular 119/2020), which includes:
  i. History taking;
  ii. Self-reported symptoms;
  iii. Visual assessment of symptoms; and
  iv. Real-time taking of temperature and Sp02 (Doctors should provide guidance on the proper use of such devices during the assessment).

- The doctor should also include, in his assessment of the crew’s general health, his consultations with the captain/senior officer and the signing-off crew lead, taking into consideration the prevailing suspect case definition.

2 If any of the above requirements cannot be met for any reason (e.g. no proof of statement of participation, concerns that self-reporting is not accurate, crew meet the prevailing suspect case definition, technology issues such as poor video call quality, or no on-board thermometer/Sp02 device), a shipboard assessment of the crew by the doctor must then be done.

3 The doctor shall continue to take responsibility for the accurate completion of the fit-to-travel certificate regardless of the modality of assessment.

Technical advisory for enhancing the conduct of tele-medicine onboard ships

4 As the tele-medicine consultations require real time video and audio, it is recommended that users utilise **end-point devices** (laptops, smartphones, or tablets) equipped with the following:
  i. Devices with front-facing cameras or webcams;
  ii. Headphones/earphones with in-built microphones; and
  iii. Local 4G/LTE cellular connectivity, as on-board WiFi may not have sufficient bandwidth to support real time video and audio.

5 In terms of device settings, the device system clock’s time zone should be set to Singapore Standard Time (GMT +8).
For the **conduct** of the tele-medicine consultations, the recommendations to enhance the user experience are as follows:

i. Cell phone reception can be affected by the metallic structure of the vessel. Therefore, for consultations using cellular service, it should be conducted at the ship’s bridge where the cellular connectivity is usually strongest.

ii. Choose a location with sufficient lighting for the video session.

iii. There should be minimal crowding so as to respect personal privacy and maintain social distancing.

iv. Ambient noise should be kept to a minimum, e.g. turn down/off nearby air-conditioning units, reduce the volume of nearby walkie-talkies.

v. Speak slowly and clearly, and refrain from speaking at the same time as the doctor.
ENHANCEMENT TO CREW CHANGE FOR CARGO SHIPS UNDER SPECIAL CIRCUMSTANCES IN THE PORT OF SINGAPORE, TO MINIMISE RISK OF COMMUNITY SPREAD OF THE CORONAVIRUS DISEASE 2019 (COVID-19) IN SINGAPORE

1 The Maritime and Port Authority of Singapore (MPA) recognises the critical role that seafarers play in global seaborne trade, as well as the importance of crew change to safeguard the health and safety of seafarers sailing on board ships. Following the tightening of entry of short-term visitors to Singapore, MPA continued to facilitate crew change under the following special circumstances:

   a) the crew has served his/her maximum time on board (and no further extension of the employment contract is granted by the flag State)
   b) compassionate grounds (e.g. death of family member)
   c) the crew is no longer medically fit to work on board the ship

2 MPA appreciates the collaboration with shipping companies to effect the many cases of crew change. Our procedures have also allowed us to attend to crew that require emergency medical care.

3 MPA has since worked closely with the Singapore Shipping Association (SSA), Singapore Maritime Officers’ Union (SMOU), Singapore Organisation for Seamen (SOS) and the industry as well as other government agencies to enhance the existing procedures.

4 In addition to the special circumstances mentioned in paragraph 1, the following circumstances will also be considered in allowing crew change for cargo ships in Singapore:
a) crew whose employment contract has expired
b) additional crew on board whose sign-off would not affect the safe manning of the ship
c) change of crew due to the sale or purchase of ship
d) personnel who are not part of the ship’s crew such as superintendents and service engineers

5 The requirements for crew change are revised as follow:

Signing-off
a) confirmation that the crew has not gone ashore in the last fourteen (14) days before leaving the ship, and remained well throughout that period
b) fit-to-travel medical certificate issued by a doctor in Singapore
c) proof of expiry of employment contract or unfit-for-work medical report, where applicable
d) relevant documentation supporting required crew change (e.g. sale/purchase agreement of ship)

Signing-on
a) confirmation that the crew has been in quarantine for at least 14 days prior to departing his/her home country and has been well throughout that period
b) COVID-19 test (polymerase chain reaction (PCR) type) with negative result at his/her home country not more than 48 hours prior to his/her departure flight
c) fit-to-travel medical certificate issued by a doctor at his/her home country not more than 24 hours prior to his/her departure flight

Transfer Arrangements
a) the crew must be transferred directly between the ship and point of arrival/departure in Singapore
b) the ship will not be allowed to depart Singapore until the sign-off crew has departed Singapore and/or the sign-on crew has boarded the ship

6 Ship owners/managers/agents should apply for crew change in Singapore by writing to shipping@mpa.gov.sg and pms@mpa.gov.sg at least 14 days in advance of the planned crew change.

7 MPA is also exploring other initiatives relating to crew change, with SSA, SMOU, SOS, industry and government agencies. These include development of a guidebook on crew change procedures in Singapore and the chartering of dedicated flights for crew change.

8 This circular supersedes Port Marine Circular No. 19 of 2020.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 25 OF 2020

30 April 2020

Port and Shipping Community

MARITIMESG TOGETHER PACKAGE FOR MARITIME COMPANIES, INDIVIDUALS AND SEAFARERS

To further assist the industry, MPA has announced the MaritimeSG Together Package, effective from 1 May 2020.

I. Additional Port Dues Concession

2 MPA will grant the additional port dues concessions set out in Table 1. This is on top of all existing port dues concessions:

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Port Dues Concession</th>
<th>Criteria</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ocean-going cargo vessels</td>
<td>30%</td>
<td>Port stay of not more than 5 days, for Category 1, 2 and 3 activities</td>
<td>1 May to 31 December 2020</td>
</tr>
<tr>
<td>Non passenger-carrying harbour craft</td>
<td>30%</td>
<td>With valid MPA licence</td>
<td></td>
</tr>
</tbody>
</table>

3 In addition, MPA-approved offshore vessels will enjoy 50% discount for Category 4 activity from day 91 to day 180 (equivalent to $0.50 per 100GT per day).

4 The concessions in paragraphs 3 and 4 will be granted via a reduced bill amount. Companies do not need to take any further action. Please see an illustration in Annex A.

5 For companies with licensed non passenger-carrying harbour craft, and/or vessels covered under the Annual or 6-Month port dues scheme as at 1 May 2020, MPA will issue credit note(s) to the companies. Companies do not need to take any further action.
II. Credit Management Measures

6 To ease MPA customers’ cash flow pressures, MPA will provide credit management measures as set out in Table 2 below:

<table>
<thead>
<tr>
<th>Measures</th>
<th>Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeze in amount for securities furnished to MPA, which are due for renewal between 1 May and 31 December 2020</td>
<td>MPA will inform its customers on the security amount and validity period.</td>
</tr>
<tr>
<td>Extension of credit terms between 1 May and 31 December 2020</td>
<td>Customer to submit request to MPA by email. MPA will assess the eligibility based on the customer’s payment mode, payment history and security placed with MPA.</td>
</tr>
</tbody>
</table>

III. Manpower and Productivity Support Measures

7 To encourage upskilling and strengthen longer-term capabilities, MPA will introduce the following measures:

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Details</th>
<th>Period</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maritime Cluster Fund–Internship Reimbursement Scheme</td>
<td>MPA will co-fund 50% of the internship allowance (capped at $500 per month per intern¹) paid by maritime companies, for up to six months</td>
<td>1 May to 31 December 2020</td>
</tr>
<tr>
<td>Maritime Cluster Fund – Manpower Development (Certifiable Courses)</td>
<td>MPA will increase its co-funding support to 90%. Please refer to <a href="http://www.mpa.gov.sg">www.mpa.gov.sg</a> for the list of qualifying courses</td>
<td></td>
</tr>
<tr>
<td>Maritime Cluster Fund – Manpower Development (Short Courses) selected courses only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maritime Cluster Fund – Productivity</td>
<td>MPA will increase its co-funding support up to 90%</td>
<td></td>
</tr>
</tbody>
</table>

¹ Singaporean and Singapore Permanent Resident students from the Institute of Technical Education, polytechnics and publicly funded autonomous local universities
IV. Initiatives for Local Seafarers

Seafarers Relief Package

8 To assist Singaporean seafarers whose employment has been affected by border control measures and crew change restrictions, MPA and the Singapore Maritime Officers’ Union (SMOU) are jointly providing the Seafarers Relief Package. Singaporean seafarers who are unable to secure shipboard employment between 1 May to 31 July 2020 may apply for up to $800 per month in financial assistance. The eligibility criteria are laid out in Annex B. Applicants can submit their applications using the online form in this Link.

Achievement Award Scheme

9 MPA, the Employment and Employability Institute (e2i), SMOU and the Singapore Organisation of Seamen (SOS) are jointly providing a revised Achievement Award (AA) scheme. This revised AA scheme supersedes the existing AA scheme detailed in shipping circular 26 of 2015. The other schemes supporting a Singaporean seafarer in shipping circular 26 of 2015 continue unaffected.

10 The revised AA scheme complements and builds on the momentum provided by the current schemes for both the employers and employees. It will reward eligible applicants up to $10,000 for the successful completion of the requirements laid out in Annex C. The revised AA encourages the building of technical experience as senior officers on board to develop proficiencies that are necessary to assume key shore roles such as marine and technical superintendents. Applicants can submit their applications using the online form in this Link.

Alternative Arrangements for Seafarers Qualification

11 The conduct of Certificate of Competency (CoC) oral examinations in-person has been temporarily suspended during the Circuit Breaker period. To avoid delaying eligible candidates from completing their oral examination and qualify for their CoCs, MPA will conduct CoC oral examinations through online video-conferencing tools. Applications for CoC oral examinations can be made by sending an email request to coc@mpa.gov.sg.

12 The Singapore Maritime Academy (SMA) has made available alternative arrangements for students who are pursuing their CoCs despite disruptions to their shipboard training. The alternative arrangements include rescheduling classroom training to online classroom trainings, to take place prior to the resumption of shipboard training.

V. Initiatives for Seafarers in General (More assistance to Seafarer Missions)

13 MPA has been partnering with seafarer missions to provide for the needs of seafarers onboard ships calling at Singapore. MPA will provide a one-off additional $50,000 to its annual grant of $150,000 to the seafarer missions in Singapore. The annual grant supports a wide range of welfare services for seafarers including free counselling services and pastoral care, which the seafarer missions have also made available online. Please refer to the details of the seafarer missions here Link.

14 MPA will continue to work with industry partners to support seafarers during this COVID-19 period.
Contact Info

15 For any queries or clarifications on the MaritimeSG Together Package, please call the MPA hotline at 1800 272 7777, visit us at https://www.mpa.gov.sg/web/portal/home/feedback, or scan the QR code below.

CAPT KEVIN WONG
PORT MASTER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
ADDITONAL PORT DUES CONCESSION ILLUSTRATION

A pre-registered Green Port Programme (GPP) container ship (30,000GT) in port for 4 days with cargo activity and eligible for GPP concession

<table>
<thead>
<tr>
<th></th>
<th>Unit</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Current Port Dues - Normal</td>
<td>300</td>
<td>9.00/100T (Z)</td>
</tr>
</tbody>
</table>

---

*** LESS PORT DUES CONCESSION

<table>
<thead>
<tr>
<th></th>
<th>Description</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>GPP Concession</td>
<td>25%</td>
<td>-2,700.00 (Z)</td>
</tr>
<tr>
<td>3</td>
<td>20% Port Dues Concession for Container Ship</td>
<td>20%</td>
<td>-2,025.00 (Z)</td>
</tr>
<tr>
<td>4</td>
<td>30% Additional Port Dues Concession</td>
<td>30%</td>
<td>-1,620.00 (Z)</td>
</tr>
</tbody>
</table>

TOTAL (SGD) 1,134.00
## ELIGIBILITY CRITERIA FOR THE SEAFARER RELIEF PACKAGE (SRP)

### Eligibility of Applicant
- Singaporean who is an active seafarer and has been recently deployed on board ships for the period from 1 Nov 2019 onwards; and
- Awaiting assignment or on standby for employment onboard foreign-going vessel from 1 May to 31 July 2020 (i.e. not paid seafaring allowance)
- Exclude individuals who have benefited from the COVID-19 Support Grant administered by the Ministry of Social and Family Development.
- For non-SMOU member, applicant is only eligible for MPA’s portion of the relief.
- For SMOU member, membership must be paid up to date prior to approval of application.

### Support Grant
SMOU and MPA will provide support as follow:
- Eligible seafaring officers (i.e. holds a valid CoC):
  - $500 from MPA and $300 from SMOU (for eligible members of SMOU)
- Cadet trainees who are working adults in place-and-train programs for eventual full employment with their companies:
  - $200 from MPA and $300 from SMOU (for eligible members of SMOU)
- Ratings (Seamen registered with MPA):
  - $500 from MPA

### Period
Unable to secure shipboard employment for 30 days or more during 1 May to 31 Jul 2020

### Application period and form for submission
Application open from 1st May to 31st July 2020 by submitting their applications and supporting documents using the online form via the following URL link ([Link](#)) or scanning the following QR Code:
ELIGIBILITY CRITERIA FOR THE ACHIEVEMENT AWARD (AA)

1. Applicant must fulfil the following criteria in order to qualify for the award:
   a. be a Singapore Citizen or Singapore Permanent resident;
   b. attain a Certificate of Competency Class 1 ("CoC 1") anytime between 1 October 2018 and 31 December 2020 inclusive;
      accumulate at least six (6) months of working experience on board vessels from 1 January 2020 and 31 December 2020 inclusive; in the capacity of
         i. at least a Chief Officer in the case of a deck officer,
         ii. at least a Second Engineer in the case of a marine engineer; or

2. Applicants are to submit their applications and supporting documents using the online form via the following URL link [Link] or scanning the following QR Code.

3. Applicant who has received an Achievement Award under the previous set of schemes that were introduced in 22 Oct 2015 via Shipping Circular 26 of 2015 will receive a pro-rated sum as per the appended table.

<table>
<thead>
<tr>
<th>Types of Applicants</th>
<th>Quantum Eligible For</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Applicant had not received any award under the previous AA scheme.</td>
<td>$10,000</td>
</tr>
<tr>
<td>2. Applicant received $2,000 under the previous AA scheme for attaining CoC 3 or CoC 5.</td>
<td>$8,000</td>
</tr>
<tr>
<td>3. Applicant received $3,000 under the previous AA scheme for attaining CoC 2 or CoC 1.</td>
<td>$7,000</td>
</tr>
</tbody>
</table>
| 4. Applicant received a total of $5,000 under the previous AA scheme for attaining:
   (a) CoC 3 or Coc 5; and
   (b) CoC 2 or CoC 1. | $5,000 |
| 5. Applicant received a total of $6,000 under the previous AA scheme for attaining:
   (a) CoC 2; and
   (b) CoC 1. | $4,000 |
| 6. Applicant received a total of $8,000 under the previous AA scheme for attaining:
   (a) CoC 3 or CoC 5; 
   (b) CoC 2; and 
   (c) CoC 1. | $2,000 |
16 April 2020

Harbour Craft Community
Pleasure Craft Community
Shipping Community

COVID-19 (TEMPORARY MEASURES) (CONTROL ORDER) REGULATIONS 2020

Singapore’s Ministry of Health has announced additional stringent measures for COVID-19 – please refer to Annex A for the press release dated 14 April 2020.

2 This circular brings to your attention the requirements for operators of harbour craft and pleasure craft, and vessels in port to comply with the COVID-19 (Temporary Measures) (Control Order) Regulations 2020. The Regulations are in Annex B. All requirements in the Regulations must be complied with, and the following are highlighted for your attention:

a) Every individual must wear a mask when not in his or her ordinary place of residence. However, he or she need not wear the mask when carrying out, in the course of employment, an activity that requires that no mask may be worn or that the mask must be removed to carry out that activity. Examples of such activity are welding and diving.

b) Only essential service providers are permitted to operate, within the conditions in the Regulations. Part 3A of the Regulations, entitled “REQUIREMENTS IN RELATION TO ESSENTIAL SERVICE PROVIDERS AND ESSENTIAL SERVICE WORKERS” apply particularly to essential service providers.
3 There are also requirements on the occupier of permitted premises, i.e. premises where an essential service provider ordinarily carries on its business or work, such as taking body temperature and contact details of individuals entering the permitted premises.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MOH’S PRESS RELEASE ON THE CONTINUED STRINGENT IMPLEMENTATION & ENFORCEMENT OF CIRCUIT BREAKER MEASURES, DATED 14 APRIL 2020

1. The Multi-Ministry Taskforce has introduced stringent measures as part of a nation-wide circuit breaker to break the chain of COVID-19 transmissions since 7 April 2020. The Taskforce will now make the wearing of masks mandatory for anyone leaving their home. Safe distancing measures for workplaces that continue to operate will also be enhanced.

2. Since the start of the circuit breaker measures, Singaporeans have made significant efforts to stay home and reduce movements and interactions except for essential purposes. Public transport ridership and traffic volume have dropped by more than 70%. Similarly, close to 80% of the workforce are now working from home. There are visibly fewer people outside of their homes, with only an estimated 30% to 40% of individuals out and about on weekdays, and 20% to 30% on weekends.

3. Nearly 3,000 enforcement officers and ambassadors from over 30 agencies have been deployed daily to public spaces in HDB estates across the island, to ensure that safe distancing measures are observed. Crowd control measures were put in place to limit entry to popular parks and wet markets. At some of these hotspots, foot traffic has come down by up to 50%. Public spaces including stadiums, playgrounds, fitness corners, beaches, open fields and elderly activity corners have been cordoned off to prevent gatherings. Drones have also been deployed in selected parks and nature areas to monitor visitorship. Specific areas such as open lawns and park connectors were temporarily closed when crowds were high.

4. Since 7 April 2020, more than 6,200 warnings and over 500 fines were issued to individuals who flouted the safe distancing measures. Strict enforcement will continue against individuals as well as essential service providers, owners or occupiers who flout the rules, putting others in danger. Composition offers of $300 for the first offence and $1000 for the second offence will be issued, and egregious cases will be prosecuted in court.

5. Enforcement officers have observed greater compliance with safe distancing measures over the past week. However, there is no room for complacency. While the rise in number of cases daily can be largely attributed to foreign workers living in the dormitories, there are still cases arising from within the community, including at workplace premises. We must make this circuit breaker period count, and tighten where there are areas of risk.

6. The Multi-Ministry Taskforce updated its guidance on masks on 3 April 2020 based on the latest scientific advice. We have also completed the distribution of reusable masks to residents in Singapore.

7. The Taskforce has now decided to take a further step and make it mandatory for all persons to wear a mask when leaving their homes. The general public is still advised to stay home and avoid going out. However, for those who need to go out for work or to purchase necessities, it is difficult to avoid contact completely, including with infected persons who may not show any symptoms. The wearing of masks is therefore an important precaution we can all take.
8. Everyone must wear a mask when outside of their homes. This applies on public transport, taxis, private hire cars, walking to or at markets, and also for essential workers at all workplace premises, whether they are frontline staff (such as food handlers, cashiers and bus drivers) or performing back office functions (such as data entry personnel and payroll executives). Individuals may remove their mask while engaging in strenuous exercise outdoors (e.g. running/ jogging), but they must put it back on after completing exercise. Mask-wearing is not recommended for young children below the age of two for child safety reasons. Medical experts have also advised that some groups may have difficulties wearing a mask, including children with special needs and young children aged two and above, and we will exercise flexibility in enforcement for these groups.

9. This requirement will be in effect during this circuit breaker period. First-time offenders will be issued composition offers of $300, and repeat offenders will face higher fines or prosecution in court for egregious cases.

Enhanced measures for workplaces which remain open

10. When we started the Circuit Breaker, the Multi-Ministry Taskforce was mindful not to disrupt supply chains and essential services needed for daily living. We have also cleared many of the appeal cases over the past week, so that the key upstream suppliers to essential firms will not be impacted. We will take a closer look to tighten the list of companies that are still operating. We aim to further reduce the number of workers that have to continue to go to work, so that more can stay at home, and we can minimise people movement.

11. For workplace premises which remain open, cross-deployment or movement of workers across different workplace premises (e.g. different branches) will be disallowed. Employers and on-site managers must ensure that this is complied with, to avoid transmissions across workplace premises. There should also be no physical interactions between teams working in different locations. For essential service providers who need to move between different locations to perform their services (e.g. IT support, maintenance, logistics, community nurses making house visits), safe distancing measures must be complied to.

12. Employers and on-site managers are also required to implement strict safe distancing measures within their premises, and for company-arranged transport, to reduce social interactions among workers during their course of work, as well as during their meal and break times. Employers and on-site managers should ensure that workers on-site are wearing masks.

13. The Ministry of Manpower and other enforcement agencies will continue with inspections and take appropriate enforcement actions against non-compliant workplaces. First-time offences by essential service providers, owners or occupiers will be issued composition offers of $1000, and repeat offenders will face higher fines or prosecution in court for egregious cases. Essential service providers may be required to suspend their operations should any of their staff working on the premises become infected.

MINISTRY OF HEALTH
14 APRIL 2020
No. S 254

COVID-19 (TEMPORARY MEASURES) ACT 2020
(ACT 14 OF 2020)

COVID-19 (TEMPORARY MEASURES)
(CONTROL ORDER) REGULATIONS 2020

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PART 4

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14. Compoundable offences

In exercise of the powers conferred by section 34(1) of the COVID-19 (Temporary Measures) Act 2020, the Minister for Health makes the following Regulations:
PART 1
PRELIMINARY

Citation and period in force

1.—(1) These Regulations are the COVID-19 (Temporary Measures) (Control Order) Regulations 2020.

(2) These Regulations are in force for the period between 7 April 2020 and 4 May 2020 (both dates inclusive).

Definitions

2.—(1) In these Regulations, unless the context otherwise requires —

“boarding premises” has the meaning given by section 2(1) of the Foreign Employee Dormitories Act 2015 (Act 3 of 2015);

“common property” has the meaning given by section 3(1) of the Land Titles (Strata) Act (Cap. 158);

“contractor”, “occupier” and “principal” have the meanings given by section 4(1) of the Workplace Safety and Health Act (Cap. 354A);

“designated place” means any premises owned by the Government or a public body, or private premises, that the Minister designates as an alternative place of accommodation;

“Director” has the meaning given by section 2 of the Infectious Diseases Act (Cap. 137);

“early childhood development centre” has the meaning given by section 2 of the Early Childhood Development Centres Act 2017 (Act 19 of 2017);

“employee” and “employer” have the meanings given by section 6 of the Workplace Safety and Health Act;

“enforcement officer” means a person appointed under section 35(1) of the Act;
“essential service” means —

(a) any provision of goods or services by the Government or any public body in the exercise of its public functions; or

(b) any provision of goods or services specified on the prescribed website;

“essential service provider” means —

(a) the Government or any public body;

(b) a person who provides any essential service; or

(c) a person who is given permission by the Minister charged with the responsibility for domestic business policies to provide certain goods or services, for the period or from the date stated in the permit;

[S 262/2020 wef 10/04/2020]

“essential service worker”, in relation to an essential service provider —

(a) means an employee of the essential service provider; and

(b) where the essential service provider is a principal, includes a contractor, a subcontractor or an employee of a contractor or subcontractor of the essential service provider, where the contractor, subcontractor or employee (as the case may be) works under the direction of the essential service provider as to the manner in which the work is carried out;

[S 262/2020 wef 10/04/2020]

“event” includes a meeting or gathering of any nature;

“foreign employee” has the meaning given by section 2(1) of the Foreign Employee Dormitories Act 2015;

[S 262/2020 wef 10/04/2020]

“management corporation” has the meaning given by section 3(1) of the Land Titles (Strata) Act;
“mask” includes any paper, textile or plastic covering designed or made to be worn over the nose and mouth to provide the wearer protection against infections or air pollution;

[S 273/2020 wef 15/04/2020]

“movement control measure”, in relation to an individual, means a requirement for the individual not to leave a place of accommodation because of —

(a) an order made under regulation 3(1) of the Infectious Diseases (COVID-19 — Stay Orders) Regulations 2020 (G.N. No. S 182/2020);

(b) regulation 3(2) of the Infectious Diseases (COVID-19 — Stay Orders) Regulations 2020; or

(c) an order under section 15 or 17 of the Infectious Diseases Act;

[S 262/2020 wef 10/04/2020]

[Deleted by S 262/2020 wef 10/04/2020]

“permitted premises” means any premises where an essential service provider ordinarily carries on any business, undertaking or work, or any other premises at which the person is permitted by the Minister charged with the responsibility for domestic business policies to provide certain goods or services, but excludes any vehicle or aircraft;

[S 262/2020 wef 10/04/2020]

[S 273/2020 wef 15/04/2020]

“prescribed website” means the Internet website of the Government at https://covid.gobusiness.gov.sg/essentialservices/;

“public body” means a body corporate established by a public Act for the purposes of a public function;

[Deleted by S 262/2020 wef 10/04/2020]

“public path” has the meaning given by section 2(1) of the Active Mobility Act 2017 (Act 3 of 2017);
“room” means any area within a building that is fully enclosed on all sides;  
[S 273/2020 wef 15/04/2020]

“specified dormitory” means any boarding premises that provides accommodation to 7 or more foreign employees and that is not a specified hostel;  
[S 262/2020 wef 10/04/2020]

“specified hostel” means any premises providing accommodation for guests, on land approved for use as a backpackers’ hostel, boarding house or guest house under the Planning Act (Cap. 232);  
[S 262/2020 wef 10/04/2020]  
[S 273/2020 wef 15/04/2020]

“specified school” means —  
(a) a school in receipt of grant-in-aid under the Education (Grant-in-Aid) Regulations (Cap. 87, Rg 3);  
(b) a school specified in paragraph 2 of the Schedule to the Compulsory Education (Exemption) Order (Cap. 51, O 1);  
(c) a school specified in Part II of the Schedule to the Education Endowment and Savings Schemes (Edusave Pupils Fund) Regulations (Cap. 87A, Rg 1); or  
(d) any of the following universities:  
(i) National University of Singapore;  
(ii) Nanyang Technological University;  
(iii) Singapore Institute of Technology;  
(iv) Singapore Management University;  
(v) Singapore University of Social Sciences;  
(vi) Singapore University of Technology and Design;
“specified symptom” means any of the following symptoms:

(a) coughing;
(b) sneezing;
(c) breathlessness;
(d) a runny nose;

“subdivided building” has the meaning given by section 3(1) of the Land Titles (Strata) Act;

[S 262/2020 wef 10/04/2020]
[S 273/2020 wef 15/04/2020]

“symptomatic case” means an individual who is febrile or shows any specified symptom.

[S 273/2020 wef 15/04/2020]

[Deleted by S 262/2020 wef 10/04/2020]

(2) Where an individual is not ordinarily resident in Singapore, the individual’s ordinary place of residence in Singapore is, for the purposes of these Regulations, the place of accommodation at which the individual was staying immediately before 7 April 2020.

Application

3. These Regulations do not apply in relation to —

(a) the Government or any public body, save where provided expressly;

[S 273/2020 wef 15/04/2020]

(b) a specified school; or

(c) any early childhood development centre licensed under the Early Childhood Development Centres Act 2017.

PART 1A

BASELINE RESTRICTION

[S 273/2020 wef 15/04/2020]
Masks must be worn when outside

3A.—(1) Every individual —

(a) must wear a mask over the individual’s nose and mouth at all times when the individual is not in his or her ordinary place of residence; and

(b) must ensure that every child of 2 years of age and above and who is escorted by the individual, wears a mask over the child’s nose and mouth at all times, when not in the child’s or individual’s ordinary place of residence.

(2) However, paragraph (1) does not apply —

(a) when the individual or child is engaging in any strenuous physical exercise;

   *Examples of strenuous exercise*
   
   Jogging or running but not walking.

(b) when lawfully directed by a person to remove the mask in order to ascertain the identity of the individual or child;

(c) when travelling in a motor car or van alone or where the driver and every other passenger in the motor car or van ordinarily lives with the individual in the same place of residence; or

(d) when carrying out, in the course of employment, an activity that requires that no mask may be worn, or that it must be removed in order that other equipment may be worn or used, to carry out that activity.

   *Examples*

   Welding or diving.

[S 273/2020 wef 15/04/2020]

PART 2

REstrictions on individuals

[S 273/2020 wef 15/04/2020]

Informal Consolidation – version in force from 15/4/2020
Restrictions on leaving or entering place of residence

4.—(1) This regulation does not apply to an individual who is subject to a movement control measure.

(2) Subject to paragraph (3) and regulation 5, every individual must stay at or in, and not leave, his or her ordinary place of residence in Singapore.

[S 273/2020 wef 15/04/2020]

(3) Subject to paragraph (3A), an individual may leave the individual’s ordinary place of residence only to do directly with all reasonable speed, any or a combination of one or more of the following:

(a) to work for or with an essential service provider, a specified school or an early childhood development centre;

(b) to procure any goods or services from an essential service provider, an early childhood development centre or a specified school;

[S 262/2020 wef 10/04/2020]

(c) to obtain —

(i) medical treatment for a suspected COVID-19 infection at a hospital, medical clinic or any other place, designated by the Director for the treatment of COVID-19; or

(ii) medical treatment that is of a pressing nature;

(ca) if any of the following circumstances exist, to bring the individual’s child daily to and from the individual’s place of residence to the place of residence of any of the child’s grandparents, for the care of the child:

(i) the individual and the other parent or guardian of the child each works for or with a person mentioned in sub-paragraph (a);

(ii) the individual or the individual’s spouse (if the spouse ordinarily resides in the same place of residence) is a healthcare worker;
(iii) the individual or the individual’s spouse works for or with a person mentioned in sub-paragraph (a) and the child is below 3 years of age;

[S 273/2020 wef 15/04/2020]

(cb) if any of the following circumstances exist, to go to the place of residence of the individual’s grandchild to care for the child:

(i) the child’s parents or guardian each works for or with a person mentioned in sub-paragraph (a);

(ii) one of the child’s parents or the child’s guardian is a healthcare worker;

(iii) one of the child’s parents or the child’s guardian works for or with a person mentioned in sub-paragraph (a) and the child is below 3 years of age;

[S 273/2020 wef 15/04/2020]

(cc) where sub-paragraph (ca) or (cb) does not apply, to bring the individual’s child to another place of residence where the child is to be cared for, or to move to the child’s place of residence to care for the child;

[S 273/2020 wef 15/04/2020]

(d) to walk, run, cycle or engage in other similar exercise at any of the following places, either alone or with any other individual living in the same place of residence as the individual:

(i) on a length of path that is a public path;

(ii) in a green or an open space that is managed or maintained by the Government or a public body and is accessible to the general public without payment of any fee;

[S 273/2020 wef 15/04/2020]

(e) to transfer temporary custody or care of a child pursuant to any agreement regarding the access rights of a parent of the child, or in discharge of a legal obligation;

[S 262/2020 wef 10/04/2020]
(f) to assist an individual in activities of daily living where no alternative care arrangements for that individual are available, being an individual with disability, or who is 60 years of age and above;

[S 273/2020 wef 15/04/2020]

(g) to report for enlistment or service under the Enlistment Act (Cap. 93);

(h) to report to any law enforcement officer or to attend at any court in accordance with any warrant, summons or order made under any written law or order of a court;

(i) to comply with an order of a court or a direction given in exercise of a power under any written law;

[S 262/2020 wef 10/04/2020]
[S 273/2020 wef 15/04/2020]

(ia) to attend a funeral or funeral wake;

[S 262/2020 wef 10/04/2020]

(j) to seek or render help in an emergency;

(k) to move from the individual’s ordinary place of residence to stay in another accommodation in substitution of the firstmentioned place of residence as the individual’s ordinary place of residence;

[S 273/2020 wef 15/04/2020]

(l) to leave Singapore;

(m) to do anything reasonably connected with and for the purposes of the matters in sub-paragraphs (a) to (l).

[S 262/2020 wef 10/04/2020]
[S 273/2020 wef 15/04/2020]

(3A) Where the individual’s ordinary place of residence is a specified dormitory or specified hostel, paragraph (3) applies subject to any measures implemented by the person operating or managing the specified dormitory or specified hostel in accordance with the requirements in regulation 13 or 13A, as the case may be.

[S 273/2020 wef 15/04/2020]

(3B) Where any child has been brought from a place of residence to another place of residence under paragraph (3)(cc), an individual
must not bring the child back to the firstmentioned place of residence or to any other place of residence.  

[S 273/2020 wef 15/04/2020]

(3C) Where any individual has moved from the individual’s place of residence to another place of residence to care for any child in that place under paragraph (3)(cc), the individual must not move back to the firstmentioned place of residence or to any other place of residence.

[S 273/2020 wef 15/04/2020]

(4) An individual must not permit any other individual to enter his or her ordinary place of residence for any reason other than —

(a) to enable an essential service provider to supply goods or services;

[S 262/2020 wef 10/04/2020]

(b) for any purpose connected with paragraph (3)(ca), (cb), (cc), (e), (i) or (k);

[S 262/2020 wef 10/04/2020]

[S 273/2020 wef 15/04/2020]

(c) to receive any assistance mentioned in paragraph (3)(f); or

(d) to receive help in an emergency mentioned in paragraph (3)(j).

Alternative place of residence

5. If an individual is unable to stay at his or her ordinary place of residence because to do so poses a serious risk of transmission of COVID-19 to the individual or to other individuals staying there, an enforcement officer may direct the individual to stay at another designated place for a specified period or until the risk of transmission has abated, and that designated place is treated as the individual’s place of residence for that period for the purposes of regulations 4, 6 and 7.

Prohibition on social gatherings

6. Unless otherwise permitted under these Regulations, an individual must not meet another individual not living in the same place of residence for any social purpose.

[S 273/2020 wef 15/04/2020]
Individuals to keep safe distance

7.—(1) Every individual must keep a distance of at least one metre from any other individual in any public place or common property of any subdivided building, except in —

(a) [Deleted by S 262/2020 wef 10/04/2020]

(b) any motor vehicle or other mode of conveyance; or

(c) any premises used in connection with the provision of public passenger transport services by road or rail.
   [S 273/2020 wef 15/04/2020]
   [S 273/2020 wef 15/04/2020]

(2) An individual must not, in any public place other than a public place mentioned in paragraph (1)(b) —

(a) sit on a seat that is not fixed to the floor and that is less than one metre away from another seated individual in the public place;
   [S 262/2020 wef 10/04/2020]

(b) sit on a fixed seat in the public place that is demarcated as not to be occupied; or
   [S 262/2020 wef 10/04/2020]

(c) stand in a queue less than one metre away from another individual in the queue in the public place.
   [S 262/2020 wef 10/04/2020]
   [S 262/2020 wef 10/04/2020]
   [S 273/2020 wef 15/04/2020]

Restriction on use of sports or recreation facilities

8. An individual must not use any sports or recreation facilities —

(a) in the common property of a subdivided building; or
   [S 273/2020 wef 15/04/2020]

(b) in any public place, except at a green or an open space that is managed or maintained by the Government or a public body and is accessible to the general public without payment of any fee.
   [S 262/2020 wef 10/04/2020]

Informal Consolidation – version in force from 15/4/2020
PART 3
REstrictions in relation to premises and businesses

Closure of premises

9.—(1) Except as otherwise provided in these Regulations, an owner or occupier of any premises other than residential premises must ensure that the premises are closed to entry by any individual.

(1A) Paragraph (1) does not apply where an individual enters the premises to carry out such works as are necessary to avoid any imminent injury or damage to property within the premises.

[1S 262/2020 wef 10/04/2020]

(2) The management corporation of any residential premises which is a subdivided building must close any swimming pool, gym, sauna, function room, barbecue pit or any other sports or recreation facility, whether or not it is in an enclosed area, that is in or on the common property of that building.

Essential service providers permitted to operate

10.—(1) An essential service provider may continue to carry out the business, undertaking or work of the essential service provider —

(a) at the permitted premises of the essential service provider;

(b) with the prior permission of the Minister charged with the responsibility for domestic business policies; and

[1S 262/2020 wef 10/04/2020]

(c) in accordance with the restrictions for that type of business, undertaking or work specified on the prescribed website or any conditions imposed in the permission mentioned in sub-paragraph (b).

(2) [Deleted by S 262/2020 wef 10/04/2020]

Limiting of capacity

10A.—(1) An owner or occupier of any shopping centre in which there are permitted premises must take all reasonable steps to ensure that the number of customers and other individuals within the
shopping centre at any one time does not exceed the prescribed threshold for the shopping centre.

(2) In this regulation —

“gross floor area” has the same meaning as “floor area” in rule 2(1) of the Planning (Development Charges) Rules (Cap. 232, R 5);

“prescribed threshold”, in relation to any shopping centre, means one person per 16 square metres of the shopping centre, computed by dividing the gross floor area (expressed in square metres) of the shopping centre by 16.

[S 262/2020 wef 10/04/2020]

Obligations of occupiers of permitted premises

10B. An occupier of permitted premises must take the following measures:

(a) as far as is reasonably practicable, allow natural ventilation of the permitted premises during working hours;

[S 273/2020 wef 15/04/2020]

(b) as far as is reasonably practicable, take the body temperature of every individual entering the permitted premises, in order to determine whether the individual is a symptomatic case;

[S 273/2020 wef 15/04/2020]

(c) as far as is reasonably practicable, obtain and keep the contact particulars of every individual (other than an essential service worker who ordinarily works in the permitted premises), before allowing the individual to enter the permitted premises, so as to facilitate contact tracing measures;

[S 273/2020 wef 15/04/2020]

(d) refuse entry to the permitted premises of any individual whom the occupier knows or has reason to believe is a symptomatic case, or who refuses to comply with any measure mentioned in paragraph (b) or (c);

[S 273/2020 wef 15/04/2020]

Informal Consolidation – version in force from 15/4/2020
(e) where any individual in the permitted premises is found by the occupier to be a symptomatic case, do any of the following as far as is reasonably practicable:

(i) provide the individual with a surgical or other mask and require the individual to wear the mask;

[S 273/2020 wef 15/04/2020]

(ii) require the individual to immediately leave the permitted premises;

[S 273/2020 wef 15/04/2020]

(iii) if the individual is not able to immediately leave the premises, isolate the individual;

[S 273/2020 wef 15/04/2020]

(f) refuse entry into the permitted premises of an individual whom the occupier knows or has reason to believe is subject to a movement control measure;

(g) as far as is reasonably practicable, refuse entry into the permitted premises by an individual for any purpose other than to work for, supply an essential service to, procure goods or services from or otherwise deal with the essential service provider.

[S 273/2020 wef 15/04/2020]

[S 262/2020 wef 10/04/2020]

Non-essential service provider may only work from home

11. A person who is not an essential service provider or a worker of an essential service provider must not carry on any business, undertaking or work in any premises other than at the person’s ordinary place of residence, and only through means that do not require meeting any other individual in person.

[S 273/2020 wef 15/04/2020]

Safe distancing for seating and queues

12. An owner or occupier of any premises (other than residential premises) and an essential service provider in relation to its permitted premises must take all reasonable steps —
(a) where seating is provided —

(i) if the seating is not fixed to the floor of the premises — to ensure that each seat is at least one metre away from any other seat at all times; or

(ii) if the seating is fixed to the floor of the premises — to ensure that alternate seats are demarcated as seats not to be occupied; and

(b) where individuals may form a queue or wait in an area in the premises for any reason — to apply practices that ensure that every individual in the queue or area is at least one metre away from any other individual in the queue or area.

[S 262/2020 wef 10/04/2020]

Requirements for specified dormitories

13. A person operating or managing a specified dormitory must take all reasonable steps to ensure all of the following:

(a) that access to shared facilities in the specified dormitory is controlled in order to minimise physical interaction between individuals staying in different rooms;

[S 262/2020 wef 10/04/2020]

(aa) subject to paragraph (f), that the time at which each individual may leave the specified dormitory is controlled in order to minimise the incidences of individuals who stay in different rooms leaving at the same time;

[S 262/2020 wef 10/04/2020]

(b) records are kept of each individual who leaves the specified dormitory each day and the purpose for which the individual is leaving the specified dormitory;

(c) that the following are applied to every individual before entering or leaving the specified dormitory:

(i) the body temperature of the individual is taken in order to determine whether the individual is febrile;
(ii) the individual is examined without physical contact to visually ascertain whether the individual shows any specified symptom;

[S 273/2020 wef 15/04/2020]

(d) [Deleted by S 262/2020 wef 10/04/2020]

(e) any individual who is a symptomatic case —

(i) wears a surgical or other mask over the individual’s nose and mouth at all times; and

(ii) is moved to a room where the individual is isolated from other individuals who are not symptomatic cases;

[S 273/2020 wef 15/04/2020]
[S 273/2020 wef 15/04/2020]

(f) an individual who is a symptomatic case obtains medical treatment as soon as practicable after the onset of the fever or exhibition of the specified symptom;

[S 273/2020 wef 15/04/2020]
[S 273/2020 wef 15/04/2020]

(g) no gatherings or events of any nature are held in the specified dormitory;

(h) [Deleted by S 262/2020 wef 10/04/2020]

(i) to keep the specified dormitory in a safe and sanitary condition.

Requirements for specified hostels

13A. A person operating or managing a specified hostel must take all reasonable steps to ensure all of the following:

(a) that access to shared facilities in the specified hostel is controlled in order to minimise physical interaction between individuals staying in different rooms;

(b) that records are kept of each individual who leaves the specified hostel each day;

(c) that the following are applied to every individual before entering or leaving the specified hostel:
(i) the body temperature of the individual is taken in order to determine whether the individual is febrile;

(ii) the individual is examined without physical contact to visually ascertain whether the individual shows any specified symptom;

(d) that any individual who is a symptomatic case —

(i) wears a surgical or other mask over the individual’s nose and mouth at all times while in the specified hostel; and

(ii) is moved to and isolated in a room away from other individuals resident in the same specified hostel;

[S 273/2020 wef 15/04/2020]

(e) an individual who is a symptomatic case obtains medical treatment as soon as practicable after the onset of the fever or exhibition of the specified symptom;

[S 273/2020 wef 15/04/2020]

(f) no gatherings or events of any nature are held in the specified hostel;

(g) except where paragraph (h) applies, that each bed provided for occupation in the specified hostel is at least one metre away from another bed provided for such occupation, whether or not they are occupied;

(h) where a bunk bed is provided at the specified hostel, that only one level of the bunk bed is permitted for occupation and each occupied level of a bunk bed is not adjacent to an occupied level of an adjacent bunk bed;

(i) to keep the specified hostel in a safe and sanitary condition.

[S 262/2020 wef 10/04/2020]

Requirements for funeral parlours, etc.

13B. An owner or occupier of a funeral parlour or any other premises for the time being used for a funeral wake or funeral (called in this regulation a specified place) must take all reasonable steps to ensure that —

Informal Consolidation – version in force from 15/4/2020
(a) there are not more than 10 individuals in any room within the specified place at any time; and

(b) the measures mentioned in regulation 12 are implemented in relation to the specified place.

[S 262/2020 wef 10/04/2020]

PART 3A

REQUIREMENTS IN RELATION TO ESSENTIAL SERVICE PROVIDERS AND ESSENTIAL SERVICE WORKERS

[S 262/2020 wef 10/04/2020]

Application of this Part

13C.—(1) Subject to paragraph (2), this Part applies only to —

(a) an employer or a principal that is an essential service provider (other than the Government or a public body); and

(b) in relation to the permitted premises at which an essential service provider (other than the Government or a public body) is permitted to carry on its business, undertaking or work.

(2) However, this Part does not affect —

(a) any hospital, clinic or other healthcare institution or facility for the reception, lodging, treatment or care of individuals requiring medical treatment;

(b) any premises exempted under paragraph 2 of the Workplace Safety and Health (Exemption) Order (Cap. 354A, O 1); and

(c) any place of residence at which the business, undertaking or work of an essential service provider is being carried out.

[S 262/2020 wef 10/04/2020]
Essential service provider to implement telecommuting

13D. **Every essential service provider must** —

- *(a)* provide the facilities necessary for every essential service worker who is not on leave to work in the worker’s place of residence in Singapore; and

- *(b)* direct every essential service worker who is not on leave to work in the worker’s place of residence, unless it is not reasonably practicable to do so.

[S 262/2020 wef 10/04/2020]

No cross-deployment of essential service workers, etc.

13DA.—(1) **This regulation applies in relation to** —

- *(a)* every essential service provider providing goods or services from 2 or more fixed permitted premises but not if the movement of its essential service workers is integral to the provision of those goods or services (such as a transporter of goods or a public passenger transport service provider); and

- *(b)* every individual who is authorised by an essential service provider in sub-paragraph *(a)* to have control or management of any permitted premises (called in this regulation a branch manager).

(2) An essential service provider, and a branch manager of an essential service provider, must not deploy, transfer or otherwise post, or cause or allow to be deployed, transferred or posted, any relevant essential service worker of the essential service provider to work in any permitted premises of the essential service provider at which the worker was not, immediately before 15 April 2020, working.

(3) In this regulation, “relevant essential service worker”, in relation to an essential service provider, means any individual —

- *(a)* who works with or for the essential service provider; and
(b) whose nature of work does not require the individual to transport goods or to perform a service between different permitted premises.

[S 273/2020 wef 15/04/2020]

Safe distancing measures for essential service workers and other individuals

13E.—(1) An essential service provider must implement the following measures in respect of every essential service worker of the essential service provider when at work, or other individual at the permitted premises:

(a) as far as is reasonably practicable, essential service workers are grouped and deployed to work in 2 or more groups so as to minimise physical interaction between the workers in the different groups when of the essential service provider when at work;

[S 273/2020 wef 15/04/2020]

(aa) as far as is reasonably practicable, physical interaction between essential service workers working in the permitted premises is minimised;

[S 273/2020 wef 15/04/2020]

(ab) as far as is reasonably practicable, every essential service worker at work wears a mask, except where regulation 3A(2)(b) or (d) applies;

[S 273/2020 wef 15/04/2020]

(b) as far as is reasonably practicable, essential service workers who are required to work in the permitted premises do not all arrive at and leave the permitted premises at the same time;

[S 273/2020 wef 15/04/2020]

(c) any essential service worker who exhibits any specified symptom or is otherwise physically unwell is required to report, immediately upon the onset of the symptom or feeling physically unwell, to the essential service provider, either directly or indirectly through one or more other persons appointed by the essential service provider for the purpose of receiving the report;
(d) the essential service provider takes reasonable steps to ensure that there is a distance of at least one metre between any 2 individuals in the permitted premises (other than a public place).

[S 273/2020 wef 15/04/2020]

(2) An essential service provider must implement the following measures in respect of any individual (not being an essential service worker) who seeks entry to the permitted premises (other than a public place):

(a) limit entry of individuals to the permitted premises only for the purpose of —

(i) procuring or delivering goods or services connected to the business, undertaking or work of the essential service provider; or

(ii) providing any other essential service to the essential service workers at the permitted premises;

(b) ensure that the individuals mentioned in sub-paragraph (a) —

(i) do not arrive at the permitted premises at the same time;

(ii) do not remain in the permitted premises for a longer period than necessary for their duties; and

(iii) keep a distance of at least one metre away from any other individual (whether or not also an essential service worker) at the permitted premises.

[S 262/2020 wef 10/04/2020]

Prohibition of activities

13F. An essential service provider must not hold or allow the holding of any event that involves any meeting in person between an essential service worker and any other individual, except —

(a) for any purpose critical to the essential service provider’s business or operations; or
(b) for professional or vocational training, testing, certification or accreditation of an essential service worker.

[S 262/2020 wef 10/04/2020]

**Communication by essential service provider**

**13G.** An essential service provider must, as far as is reasonably practicable —

(a) communicate to all essential service workers the arrangements, steps or other measures mentioned in regulations 13D, 13DA, 13E, 13F and 13J that apply to them; and

[S 273/2020 wef 15/04/2020]

(b) communicate to all individuals (other than essential service workers) the measures mentioned in regulations 13E(1)(d) and (2) and 13F that apply to them.

[S 262/2020 wef 10/04/2020]

[S 273/2020 wef 15/04/2020]

**Essential service worker subject to movement control measure not to go to work**

**13H.** An essential service provider must not require or permit an essential service worker who is subject to a movement control measure to enter the permitted premises.

[S 262/2020 wef 10/04/2020]

**Safe distancing requirement for transport of essential service workers**

**13I.**—(1) An employer who —

(a) is an essential service provider; and

(b) provides or arranges to be provided private transport by any motor vehicle for the employees who are essential service workers of the employer,

must take all reasonable steps to ensure that every such worker, when carried in that motor vehicle, is seated or standing at least one metre away from another seated or standing passenger in that motor vehicle.
during transport to or from their workplaces or when at work or to or from any other place permitted under regulation 4(3).

(2) The following persons must take all reasonable steps to ensure that every essential service worker, when carried in a motor vehicle, is seated or standing at least one metre away from another seated or standing passenger in the motor vehicle during transport in that motor vehicle:

(a) a person who provides private transport by that motor vehicle for essential service workers pursuant to an arrangement with an employer of those essential service workers mentioned in paragraph (1);

(b) a driver of that motor vehicle used to transport essential service workers pursuant to an arrangement mentioned in sub-paragraph (a).

[S 273/2020 wef 15/04/2020]

Essential service worker and individual must comply with requirements and directions

13J. Where —

(a) an essential service worker, or other individual on the permitted premises of an essential service provider, is required or directed by the essential service provider or owner or occupier of the permitted premises to do or refrain from doing any thing; and

(b) that requirement or direction is given so that the essential service provider or owner or occupier complies with regulation 10, 10A, 10B, 12, 13D, 13DA, 13E, 13F or 13I, as the case may be,

[S 273/2020 wef 15/04/2020]

the essential service worker or individual must comply with that requirement or direction as far as is reasonably practicable.

[S 262/2020 wef 10/04/2020]

[S 273/2020 wef 15/04/2020]
Compoundable offences

14.—(1) An offence under section 34(7) or 35(9) or (10) of the Act may be compounded by any of the following persons, in accordance with section 243(2), (4) and (5) of the Criminal Procedure Code (Cap. 68):

(a) the Director of Medical Services;

(b) the Director-General of Public Health appointed under section 3(1) of the Environmental Public Health Act (Cap. 95);

(c) the Director-General, Food Administration appointed under section 3(1) of the Sale of Food Act (Cap. 283);

(d) an enforcement officer authorised by the Minister for the purposes of this regulation.

(2) The maximum sum for which an offence mentioned in paragraph (1) may be compounded is $2,000.

Made on 7 April 2020.

NG HOW YUE
Permanent Secretary (Health Development),
Ministry of Health,
Singapore.

[AG/LEGIS/SL/65C/2020/2 Vol. 1]
(To be presented to Parliament under section 34(4) of the COVID-19 (Temporary Measures) Act 2020).
PORT MARINE CIRCULAR
NO. 20 OF 2020

3 Apr 2020

Harbour Craft Community
Pleasure Craft Community
Shipping Community

SUSPENSION OF ACTIVITIES AT WORKPLACE PREMISES IN THE MARITIME SECTOR TO REDUCE COVID-19 TRANSMISSION

1. On 3 April 2020, the Singapore Ministry of Health (MOH) issued a media release on “Additional Measures to Minimise Further Spread of COVID-19”. All business, social, or other activities that cannot be conducted through telecommuting from home will be suspended from 7 April 2020 to 4 May 2020 (inclusive); Essential Services and their related supply chains, as well as entities that form a part of the global supply chain, are exempted from the suspension.

2. As maritime is a key economic sector and the Port of Singapore is critical in ensuring the flow of goods, it will remain open for cargo operations and will continue to provide essential marine services including bunkering, ship stores and ship supplies.

3. Maritime-related activities will be exempted from the suspension, including:
   a. Shipping e.g. ship operators and liner operators
   b. Shipping-related services e.g. ship management and ship agencies
   c. Safety and navigation services e.g. class societies, pilotage, salvage and towage
   d. Port and terminal operations including construction
   e. Port marine services e.g. ship chandlers, bunkering, ferry services

4. For maritime-related entities which are exempted, you will receive a confirmation email of the exemption from MPA by 3 April 2200H. Entities can also check their exemption status at www.mpa.gov.sg/es_enquiry from 3 April 2200H onwards.
5. Entities which wish to be exempted from the suspension should first refer to the guidance and FAQs provided by Ministry of Trade and Industry (MTI) at covid.gobusiness.gov.sg before submitting an application. Only entities performing or providing critical support for essential services will be exempted.

Guidelines For Exempted Entities

6. For companies that provide maritime-related essential services as listed in paragraph 3, the following guidelines apply:

   a. Entities that can continue to operate their business activities (in limited or full capacity) with their employees working from home must continue to do so.

   b. For the rest of the employees who cannot work through telecommuting, employers must implement safe distancing measures to reduce physical interactions by:
      • Reducing the need for and duration of physical interactions;
      • Staggering working hours;
      • Postponing all group events; and
      • Implementing shift work and/or split team arrangements.

   c. Entities are required to submit details of their plans to operate with enhanced safe distancing measures in place at covid.gobusiness.gov.sg by 13 April 2020. MPA also requires you to submit your manpower plans to www.mpa.gov.sg/es_submit by 13 April 2020.

7. We expect these measures to be in place until 4 May 2020, but this may be extended if necessary. Non-compliance of these measures is an offence under the Infectious Diseases Act. Penalties for non-compliance include a fine of up to S$10,000 or imprisonment of up to six months or both. In addition, existing powers under the Infectious Diseases Act, including the temporary suspension of operations, may be used against persons and operators who do not comply with the Regulations.

8. Social responsibility is critical in slowing the transmission of the virus. We urge everyone to play their part in the fight against COVID-19. Those who are unwell, even with mild flu-like symptoms, should see a doctor and stay at home to prevent any potential transmission of illness to others. By exercising social responsibility, we can protect ourselves and our loved ones.

9. If you require further assistance, please write to Essential_Services_Enguiry@mpa.gov.sg or contact us at 6876 5818.
10. We thank all stakeholders for the continuous efforts in ensuring that Singapore’s port operations remain un-interrupted and efficient. We also urge all to remain vigilant, resolute and united in tackling the COVID-19 situation.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 16 OF 2020

23 Mar 2020

Harbour Craft Community
Pleasure Craft Community
Shipping Community

MARITIME DECLARATION OF HEALTH

1. This circular, which will come into effect from 23 March 2020, 2359hrs, brings to the attention of the National Environment Agency’s (Port Health Office) requirements for all vessels arriving Port of Singapore to submit the Maritime Declaration of Health to the Port Health Office.

2. This declaration is part of the measures to prevent the spread of Coronavirus Disease 2019 (COVID-19) into Singapore. It must be submitted to the National Environment Agency’s (Port Health Office) 12 hours before arrival at Port of Singapore.

3. These requirements are listed in National Environment Agency’s (Port Health Office) circular as attached in ANNEX A. The Maritime Declaration of Health Form is attached in ANNEX B.

4. The master of the ship is recommended to implement the following additional precautionary measures:

   a. Educate crew/passengers of the symptoms of COVID-19, which are:
      i. Fever (i.e. temperature above 37.5 degree Celsius);
      ii. Runny nose;
      iii. Cough; and
      iv. Shortness of breath
b. Carry out daily temperature checks for all crew/passengers at least twice daily;

c. Isolate unwell crew/passengers when his/her temperature is above 37.5 degree Celsius. The unwell crew/passengers should also wear a mask; and

d. Disinfect common areas and rooms in the vessel before arrival in Singapore. The disinfection may be conducted by the ship’s crew en-route to Singapore. You can refer to the Interim Guidelines for Environmental Cleaning and Disinfection of Areas Exposed to Confirmed Case(s) of COVID-19 in Non-Healthcare Premises issued by NEA for guidance on the disinfection protocols, if needed. See ANNEX C.

5. Any queries relating to this circular should be directed to the Port Health Office at Tel: (65) 6222-2585.


CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
23 March 2020

Shipping Community,

COMPULSORY MARITIME HEALTH DECLARATION BY VESSELS

1. In view of the COVID-19 situation, Port Health Unit/ NEA will be implementing additional measures to guard against the virus in Singapore.

2. As part of the measures to prevent the spread of the COVID-19 virus, all arriving vessels are required to submit the following documents to the Port Health Unit/ Central Regional Office 12 hours before arrival at Port of Singapore:

   a) The Maritime Declaration of Health Form;
   b) Crew list / Passenger list;
   c) Current copy of Ship Sanitation Certificates; and
   d) Last 10 ports of call list
   e) List of all passengers & crew members with temperature above 37.5 degree Celsius

   The stated documents must be submitted regardless whether there are any sick passengers or crew on board.

3. The master of the ship is to conduct temperature checks for all passengers and crew members no earlier than 2 hours before arrival and provide the list of passengers/ crew members with temperature measured above 37.5 degree Celsius to Port Health Office, National Environment Agency.

4. The Maritime Declaration of Health Form and other documents should be submitted to the Port Health Unit/ Central Regional Office and Maritime and Port Authority of Singapore via:

   a) Fax: 62228543
   b) Email: Port_Health_CRO@nea.gov.sg
   c) Email: isps@mpa.gov.sg

5. In view of the escalated novel coronavirus (COVID-19) situation, Port Health officers are unable to carry out ship inspections for the issuance of Ship Sanitation Certificate (SSC). Port Health will cease processing of applications for SSC all arriving vessels with effect from 23 Mar 2020, 2359hrs until further notice.

6. Should you have further queries, please contact Port Health Unit at Tel: (65) 6222-2585 or email (Port_Health_CRO@nea.gov.sg).

Yours faithfully,

NASIR MAIDEEN
DY HEAD
CENTRAL REGIONAL OFFICE
NATIONAL ENVIRONMENT AGENCY
ANNEX B

The MDH must be completed and submitted a maximum of 12 hours before arrival, with an update, if the health status of any one on board changes

MARITIME DECLARATION OF HEALTH

To be completed and submitted to the competent authorities by the masters of ships arriving from foreign ports.

Submitted at the port of…………………………………………………………………….. Date ……………………..

Name of ship or inland navigation vessel ………………………………………………………………………… Registration/IMO No ………………………………………

arriving from …………………………………………………………………………………………………………………………………………………………………………………...

(Nationality)/(Flag of vessel) ………………………………………………………………………………………………………………………………………………………………………………… Master’s name …………………………………………………………………………………………………………………………………………………………………………………

Gross tonnage (ship) ……………………………

Tonnage (inland navigation vessel) …………………

Valid Sanitation Control Exemption/Control Certificate carried on board? Yes …….. No …….. Issued at ………………… date ……………

Re-inspection required? Yes …… No ………

Has ship/vessel visited an affected area identified by the World Health Organization? Yes …… No ………

Port and date of visit …………………………………………………………………………………………………………………………………………………………………………………

List ports of call from commencement of voyage with dates of departure, or within past thirty days, whichever is shorter:

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## ATTACHMENT TO MODEL OF MARITIME DECLARATION OF HEALTH

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<th>Name</th>
<th>Class or rating</th>
<th>Age</th>
<th>Sex</th>
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<th>Port and date joined ship/vessel</th>
<th>Nature of illness</th>
<th>Date of onset of symptoms</th>
<th>Reported to a port medical officer?</th>
<th>Disposal of case*</th>
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**State:**

1) Whether the person recovered, is still ill or died: and
2) Whether the person is still on board, was evacuated (including the name of the port or airport), or was buried at sea.
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Interim Guidelines for Environmental Cleaning and Disinfection of Areas Exposed to Confirmed Case(s) of COVID-19 in Non-Healthcare Premises

This document provides guidance by the Ministry of Health (MOH) and the National Environment Agency (NEA), of Singapore, to assist owners or operators of non-healthcare premises to carry out environmental cleaning, for areas exposed to confirmed case(s) of Coronavirus Diseases (COVID-19) in non-healthcare premises.

This will apply to premises where a confirmed case has resided or has been present for a substantial period of time.

For areas with only transient exposure to confirmed cases, please refer to the "Interim Guidelines for Environmental Cleaning and Disinfection of Areas with Transient Exposure to Confirmed Case(s) of COVID-19".

This is an interim guidance, as transmission dynamics for the COVID-19 are yet to be fully determined. This document has been adapted from guidance documents from the Ministry of Health (MOH)\(^1\), Singapore and the World Health Organisation (WHO)\(^2\).

A. Cleaning agents and disinfectants

1. As the virus can survive on surfaces of different materials for at least 2 to 3 days, surfaces potentially contaminated with novel coronavirus should be sanitised.

2. An appropriate disinfectant with indication of effectiveness against coronaviruses can be used. Disinfectants should be prepared and applied in accordance with the manufacturer's recommendation. Ensure that appropriate contact time is given before removing any disinfected materials. Please refer to the "Interim List of Household Products and Active Ingredients for Disinfection of COVID-19 Virus" for a list of disinfectants that can be used.

3. Bleach can be used as a disinfectant for cleaning and disinfection (dilute 1 part bleach in 49 parts water, 1000 ppm or according to manufacturer's instructions). Bleach solutions should be prepared fresh. Leaving the bleach solution for a contact time of at least 10 minutes is recommended.

4. Alcohol can be used to wipe down surfaces where the use of bleach is not suitable, e.g. metal.

B. Protective Personal Equipment (PPE) to wear while carrying out cleaning and disinfection works

1. Wear disposable gloves, disposable long-sleeved gowns, eye goggles or a face shield, and an N95 mask.

2. Avoid touching the nose and mouth (goggles may help as they will prevent hands from touching eyes).

3. Gloves should be removed and discarded if they become soiled or damaged, and a new pair worn.

4. All other disposable PPE should be removed and discarded after cleaning activities are completed. Eye goggles, if used, should be disinfected after each use, according to the manufacturer's instructions.

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1 Ministry of Health, Singapore. (2014). MOH Pandemic Readiness and Response Plan for Influenza and other Acute Respiratory Diseases

5. When in doubt, refer to guidance documents for the proper donning and doffing of PPE³.

6. Hands should be washed with soap and water immediately after each piece of PPE is removed, following completion of cleaning.

N.B.: Masks are effective if worn according to instructions and properly fitted. Masks should be discarded and changed if it becomes physically damaged.

C. Cleaning guidelines for areas exposed to confirmed case(s) of COVID-19 in non-healthcare premises

1. Where possible, seal off areas where the confirmed case has visited, before carrying out cleaning and disinfection of the contaminated environmental surfaces. This is to prevent unsuspecting persons from being exposed to those surfaces.

2. When cleaning areas where a confirmed case has been, cleaning crews should be attired in suitable PPE (see Section B above). Gloves should be removed and discarded if they become soiled or damaged, and a new pair worn. All other disposable PPE should be removed and discarded, after cleaning activities are completed. Goggles, if used, should be disinfected after each use, according to manufacturer’s instructions. Hands should be washed with soap and water immediately after the PPE is removed.

3. Keep cleaning equipment to a minimum.

4. Keep windows open for ventilation, where workers are using disinfectants.

5. Mop floor with disinfectant or the prepared bleach solution.

6. Wipe all frequently touched areas (e.g. lift buttons, hand rails, doorknobs, arm rests, seat backs, tables, air/ light controls, keyboards, switches, etc.) and toilet surfaces with chemical disinfectants (use according to manufacturer's instructions) and allow to air dry. Bleach solution (dilute 1 part bleach in 49 parts water, 1000 ppm or according to manufacturer’s instructions) can be used. Alcohol (e.g. isopropyl 70% or ethyl alcohol 70%) can be used for surfaces, where the use of bleach is not suitable.

7. Clean toilets, including the toilet bowl and accessible surfaces in the toilet with disinfectant or bleach solution.

8. Wipe down all accessible surfaces of walls as well as blinds with disinfectant or bleach solution.

9. Remove curtains/ fabrics/ quilts for washing, preferably using the hot water cycle. For hot-water laundry cycles, wash with detergent or disinfectant in water at 70°C for at least 25 minutes. If low-temperature (i.e. less than 70°C) laundry cycles are used, choose a chemical that is suitable for low-temperature washing when used at the proper concentration.

10. Arrange for a cleaning contractor to properly disinfect the mattresses, pillows, cushions or carpets that have been used by the person who has been confirmed to have the COVID-19.

11. Repeat mopping the floor with the prepared disinfectant or bleach solution.

12. Discard cleaning equipment made of cloths and absorbent materials, e.g. mop head and wiping cloths, into biohazard bags after cleaning and disinfecting each area. Wear a new pair of gloves and fasten the double-bagged biohazard bag with a cable tie.

13. Disinfect non-porous cleaning equipment used in one room, before using for other rooms. If possible, keep the disinfecting equipment separated from other routine equipment.

14. Disinfect buckets by soaking in disinfectant or bleach solution, or rinse in hot water before filling.

15. Discard equipment made of cloths/ absorbent materials (e.g. mop head and wiping cloths) after cleaning each area, to prevent cross contamination.

16. Disinfectant or bleach solution should be applied to surfaces using a damp cloth. They should not be applied to surfaces using a spray pack, as coverage is uncertain, and spraying may promote the production of aerosols. The creation of aerosols caused by splashing liquid during cleaning should be avoided. A steady sweeping motion should be used when cleaning either floors or horizontal surfaces, to prevent the creation of aerosols or splashing. Cleaning methods that might aerosolize infectious material, such as the use of compressed air, must not be used.

17. Leave the disinfected area and avoid using the area the next day.

18. Biohazard bags should be properly disposed of, upon completion of the disinfection work.

D. Precautions to take after completing the clean-up and disinfection of the affected area

1. Cleaning crews should wash their hands with soap and water immediately after removing the PPE, and when cleaning and disinfection work is completed.

2. Discard all used PPE in a double-bagged biohazard bag, which should then be securely sealed and labelled.

3. The crew should be aware of the symptoms and should report to their occupational health service if they develop symptoms.

E. List of cleaning companies that can carry out disinfection works

If you are not able to adhere to the suggested disinfection methods above, you may wish to consider engaging the following cleaning company to carry out disinfection works:

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<th>Email</th>
<th>Hotline</th>
<th>Website</th>
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<tr>
<td>1 Plus Private Limited (Whissh)</td>
<td><a href="mailto:contact@whissh.com.sg">contact@whissh.com.sg</a></td>
<td>6221 8626</td>
<td></td>
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<tr>
<td>ACMS Facilities Management Pte Ltd</td>
<td><a href="mailto:sales@acmsfacilities.com.sg">sales@acmsfacilities.com.sg</a></td>
<td>6363 2230</td>
<td><a href="http://www.acmsfacilities.com.sg">www.acmsfacilities.com.sg</a></td>
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<td>Anergy Building Services Pte Ltd</td>
<td><a href="mailto:sales@anergy.com.sg">sales@anergy.com.sg</a></td>
<td>6738 4989</td>
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<tr>
<td>Aras Development Pte Ltd</td>
<td><a href="mailto:enquiries@arasgrp.com">enquiries@arasgrp.com</a></td>
<td>6782 2140</td>
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<td>Art of Cleaning Pte Ltd</td>
<td><a href="mailto:sales@artofcleaning.com.sg">sales@artofcleaning.com.sg</a></td>
<td>9886 0178</td>
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<td><a href="mailto:hello@cleanlab.com.sg">hello@cleanlab.com.sg</a></td>
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4 Refer to the list of licensed biohazard waste collectors: https://www.nea.gov.sg/our-services/pollution-control/hazardous-waste/toxic-waste-control
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<td><a href="mailto:sales@conrad.sg">sales@conrad.sg</a></td>
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<td><a href="mailto:Khairul@cosem.org.sg">Khairul@cosem.org.sg</a></td>
<td>8298 8242</td>
<td><a href="http://www.cosem.org.sg/">http://www.cosem.org.sg/</a></td>
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<td><a href="mailto:dreamsparkle.pl@gmail.com">dreamsparkle.pl@gmail.com</a></td>
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<td>Eng Leng Contractors Pte Ltd</td>
<td><a href="mailto:genbee_tee@engleng.com.sg">genbee_tee@engleng.com.sg</a></td>
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<td><a href="mailto:jonathan.xiao@infocusintegrated.com.sg">jonathan.xiao@infocusintegrated.com.sg</a></td>
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<td>6622 2712 / 6622 2790</td>
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<td><a href="mailto:info@sanondaf.sg">info@sanondaf.sg</a></td>
<td>6286 9866</td>
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<td><a href="mailto:kennykong@kingstonss.com.sg">kennykong@kingstonss.com.sg</a></td>
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**Note:** The list is for reference only and is non-exhaustive. NEA neither endorses the companies, nor the views they express or the products/services they offer.

**Revised on 28 February 2020**
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 17 OF 2020

23 Mar 2020

Harbour Craft Community
Pleasure Craft Community
Shipping Community

EXTENSION OF PRECAUTIONARY MEASURES TO MINIMISE RISK OF COMMUNITY SPREAD OF THE CORONAVIRUS DISEASE 2019 (COVID-19) IN SINGAPORE

1. Since 24 January 2020, the Maritime and Port Authority of Singapore (MPA) has implemented temperature screening at all sea checkpoints, including ferry and cruise terminals, PSA terminals and Jurong Port, for inbound travellers. MPA has also put up health advisories at the sea checkpoints to inform travellers and ship crew on the precautionary measures to take when travelling, as well as to remain vigilant and adopt good hygiene practices.

2. Additional precautionary measures have been announced by the Singapore Ministry of Health (MOH), in view of the heightened risk of imported COVID-19 cases (MOH press release dated 22 March 2020 ANNEX A). MOH has announced that from 23 March 2020, 2359 hours, all short-term visitors, from anywhere in the world, will not be allowed to enter or transit through Singapore. MPA will apply these additional precautionary measures to all vessels calling at the Port of Singapore.

3. The Port of Singapore remains open for cargo operations and marine services, including shipyard repairs.

1 Please check MOH’s website (https://www.moh.gov.sg/covid-19) for the latest measures.
Border Restrictions

4. With the application of the additional precautionary measures, crew and passengers on short-term visits will not be allowed to disembark in Singapore for the time being. Crew change in Singapore is also disallowed for the time being.

5. Singapore has ceased port calls for all cruise vessels since 13 March 2020.

Precautionary testing for symptomatic Singapore Residents and Long Term Pass Holders at regional ferry terminals

6. All Singapore Residents and Long Term Pass Holders entering Singapore who exhibit fever (i.e. temperature above 37.5 degree Celsius) and/or other symptoms of respiratory illness may be required to undergo a COVID-19 swab test at the regional ferry terminals, regardless of travel history. They will be issued a 14-day Stay Home Notice upon arrival.

Advice for shipping community

7. The National Environment Agency’s (NEA) Port Health requires all vessels arriving at Singapore to submit the Maritime Declaration of Health Form (refer to Port Marine Circular No. 16 of 2020).

8. MPA also urges all crew members onboard to have their temperature taken twice daily. There are also guidelines on how to isolate unwell crew and passengers. For guidance on the disinfection protocols of common areas and rooms in the vessel, please refer to the NEA’s website for the Interim Guidelines for Environmental Cleaning and Disinfection of Areas Exposed to Confirmed Case(s) of COVID-19 in Non-Healthcare Premises, and the Interim Guidelines for Environmental Cleaning and Disinfection of Premises with Transient Exposure to Confirmed Case(s) of COVID-19, if needed. If any of their crew or passengers are unwell, they should report the incident to the Marine Safety Control Centre at 6325 2488/2489.

9. MPA has issued health advisories for operators, owners, masters and persons in-charge and crew of harbor and pleasure craft, and for managers supervisors of terminal operators, agents, contractors and service providers. Please refer to ANNEX B and ANNEX C respectively. MPA reminds these persons to take note of the health advisories and bring them to the attention of staff who work on board ships.

Advice for Singapore-Registered Vessels

10. Ship owners, managers, operators, agents and masters of Singapore-registered vessels should monitor the health of their crew closely. Masters of Singapore-registered vessels are required to report to their company, MPA and destination port authorities, if their crew are unwell, experience respiratory symptoms (e.g. cough, runny nose, shortness of breath) or feel feverish. They should also make the necessary arrangements to seek medical attention. Refer to the health advisory in ANNEX D.
Industry-led Initiatives

11. **Temperature Screening at Ferry Terminals.** Since 08 February 2020, 2359hrs, ferry terminal operators have implemented centralised outbound temperature screening for departing passengers. This is an additional precautionary measure by the terminal operators to ensure the health and safety of all passengers and crew.

12. **Cleaning and Disinfection.** Ferry operators have also stepped up their cleaning and disinfection regime on board the ferries, especially in common or public areas, to help prevent the widespread transmission of COVID-19.

Measures by Port Terminal Operators

13. PSA and Jurong Port are also taking precautionary measures for employees returning to Singapore. Some of these measures include allowing eligible staff to telecommute and providing frontline staff with paid Leave of Absence where they are unable to work remotely.

This circular supersedes Port Marine Circular No. 15 of 2020 on 23 March 2020, 2359hrs.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
ANNEX A

MOH’S PRESS RELEASE ON THE ADDITIONAL PRECAUTIONARY MEASURES TO PREVENT FURTHER IMPORTATION AND SPREAD OF COVID-19 CASES, DATED 22 MARCH 2020

In view of the heightened risk of importation of COVID-19 cases into Singapore, all short-term visitors will now not be allowed to enter or transit through Singapore. This is also to conserve resources so we can focus on Singaporeans.

2. Previously, except for a handful of countries, short-term visitors from elsewhere were allowed to come into Singapore, save they were issued a 14-day Stay-Home Notice (SHN) upon arrival. This meant, however, that resources were being expended to serve and enforce SHNs on them, and if they fell ill, to provide them with medical treatment. Yesterday, there were still 533 short-term visitors arriving in Singapore.

3. There has been a further sharp increase in cases globally and widening spread. To date, there are more than 260,000 COVID-19 cases across 185 countries, and around 11,200 deaths. In Singapore, almost 80 percent of our new COVID-19 cases over the past three days were imported, most of them Singapore residents and Long Term Pass holders returning home from abroad. These imported cases had travel histories to 22 different countries. No entry or transit through Singapore for all short-term visitors, with limited entry for work pass holders

4. From 23 March 2020, 2359 hours, all short-term visitors (from anywhere in the world) will not be allowed to enter or transit through Singapore. Furthermore the Ministry of Manpower will only allow the entry/ return of work pass holders, including their dependents, for those providing essential services, such as in healthcare and transport.

5. As previously announced, all Singapore Citizens, Permanent Residents and Long Term Pass holders returning to Singapore will be issued a 14-day SHN. Persons under SHN must remain in their place of residence at all times.

6. The Singapore-Malaysia Special Working Committee has agreed that Malaysians with Singapore work permits will continue to be able to work in Singapore during this period, with appropriate accommodation arrangements. The transport of all types of goods between Malaysia and Singapore will also be facilitated. Discussions in the Committee are ongoing.

7. Singapore’s border control measures in relation to COVID-19 are summarised in the Annex.

8. As Singapore’s measures will be adjusted according to the evolving global situation, Singaporeans should check the Ministry of Health’s website (https://www.moh.gov.sg/covid-19) for the latest measures.

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2 As of 21 March, 12pm.
3 Currently, all work pass holders and their dependents planning to enter/return to Singapore from any country are required to obtain MOM’s approval before they can commence their journey.
4 Long Term Pass holders include work passes, Student’s Pass, Dependant’s Pass, and Long-term Visit Pass.
5 The SHN will not apply to Singapore Citizens, Permanent Residents and Long Term Pass holders transiting in Singapore without leaving the transit area.
HEALTH ADVISORY ON CORONAVIRUS DISEASE 2019 (COVID-19) FOR
OPERATORS, OWNERS, MASTERS, PERSONS IN CHARGE AND CREW
MEMBERS OF HARBOUR AND PLEASURE CRAFT

Precautions to take to minimise the risk of COVID-19 infection

1. Operators, owners, masters and persons-in-charge and crew members of
harbour craft and pleasure craft should take the following precautions:

   a. Avoid contact with live animals including poultry and birds;
   b. Avoid consumption of raw and undercooked meat;
   c. Avoid crowded places and close contact with people who are unwell or
      showing symptoms of illness;
   d. Observe good personal hygiene;
   e. Practice frequent hand washing with soap;
   f. Wear a mask if you have respiratory symptoms such as a cough or runny
      nose;
   g. Cover one’s mouth with tissue paper when coughing or sneezing, and
      dispose the soiled tissue paper in the rubbish bin immediately;
   h. Seek medical attention promptly if you are feeling unwell
   i. Minimise unnecessary interactions with the ship’s crew

Managing unwell passenger(s)

2. The typical symptoms of the COVID-19 are:

   a. Fever (temperature above 37.5 degree Celsius);
   b. Runny nose;
   c. Cough; and
   d. Shortness of breath
3. Masters/crew members who notice any passenger who is unwell and displaying the above symptoms should:

   a. Notify the operators, owners, or persons-in-charge who should then immediately report this to the Marine Safety Control Centre (Tel: +65 6325-2488/2489) and arrange for appropriate medical assistance.

   b. Provide a surgical mask to the passenger who is unwell.

   c. Wear a surgical mask when attending to the passenger who is unwell.

   d. Surgical masks should be changed regularly, and if they are soiled or wet.

   e. If a surgical mask is not available, the passenger should cover his/ her mouth and nose with tissues when coughing.

   f. All masks, napkins, tissues, utensils and trays used by the passenger who is unwell should be disposed in leak-resistant plastic bags.

**Monitor your health**

4. Crew members should be aware of the symptoms of COVID-19. Any crew member who develops such symptoms in Singapore within 14 days of coming into contact with a passenger who is unwell should seek medical attention immediately. The crew member should wear a mask and call the clinic ahead of his/her visit.
ANNEX C

HEALTH ADVISORY ON CORONAVIRUS DISEASE 2019 (COVID-19) FOR SHORE PERSONNEL VISITING SHIPS ALONGSIDE THE WHARVES AND AT THE ANCHORAGES

1. Managers/supervisors of terminal operators, agents, contractors and service providers are to take note of the following health advisory and bring it to the attention of shore personnel who are required to work on board ships.

Precautions to take to minimise the risk of infection

2. Shore personnel refer to any persons, other than the ship’s crew, who are required to board ships alongside wharves or at the anchorages to deliver services requested by ships. They include staff of terminal operators, agents, contractors and service providers.

3. To minimise the risk of COVID-19 infection, all personnel should take the following precautions:

   a. Avoid contact with live animals including poultry and birds;

   b. Avoid consumption of raw and undercooked meat;

   c. Avoid crowded places and close contact with people who are unwell or showing symptoms of illness;

   d. Observe good personal hygiene;

   e. Practise frequent hand washing with soap;

   f. Wear a mask if you have respiratory symptoms such as a cough or runny nose;

   g. Cover one’s mouth with tissue paper when coughing or sneezing, and dispose the soiled tissue paper in the rubbish bin immediately;

   h. Seek medical attention promptly if you are feeling unwell; and

   i. Minimise unnecessary interactions with the ship’s crew

4. Managers/supervisors should closely monitor the health of shore personnel who are required to work on board ships. Shore personnel exhibiting symptoms of COVID-19, which include fever, runny nose, sore throat, cough, and shortness of breath, should not be sent on board ships. Medical attention should be sought immediately.

5. Before boarding any ship, shore personnel should check with the ship master or duty officer if there are any procedures and/or guidelines to be observed, and adhere to them when on board the ship.
ANNEX D

HEALTH ADVISORY ON CORONAVIRUS DISEASE 2019 (COVID-19) FOR SHIPOWNERS, SHIP MANAGERS, AGENTS AND MASTERS OF SINGAPORE REGISTERED SHIPS

1. The Maritime and Port Authority of Singapore (MPA) urges operators of Singapore Registered Ships (SRS) to take precautionary measures, as well as to remain vigilant and adopt good hygiene practices at all times.

2. Shipowners, ship managers, agents and masters of SRS are to closely monitor the health of their crew on board. If they develop any of the symptoms of the COVID-19, they should be given immediate medical attention. The typical symptoms of the COVID-19 are:
   a. Fever (temperature above 37.5 degree Celsius);
   b. Runny nose;
   c. Cough; and
   d. Shortness of breath

3. Ship crew who feel unwell, experience respiratory symptoms (e.g. cough, shortness of breath) or feel feverish, should inform the ship master immediately. The ship master should then inform the company, destination port authority and ship agent to make the necessary arrangements to seek medical attention. Shipowners and masters are to report all occurrences to MPA using the report form found in MPA Shipping Circular No. 4 of 2013.

4. For further information on the COVID-19, please visit the Ministry of Health website at www.moh.gov.sg

5. Any queries regarding this Annex should be directed to MPA Shipping (Email: shipping@mpa.gov.sg; Tel: +65 6375 6251).
IMPLEMENTATION OF SINGAPORE STANDARD SS 648: 2019 – CODE OF PRACTICE FOR BUNKER MASS FLOW METERING


2 TR 48: 2015 was reviewed and developed into SS 648: 2019, taking into account the operational and technical experience gained by the bunkering industry on the use of the MFM. Under the coordination of the Singapore Standards Council, the review was jointly conducted by MPA, Singapore Shipping Association (SSA), International Bunker Industry Association (IBIA), bunker suppliers, bunker craft operators, bunker surveying firms, meter vendors, National Metrology Centre and Enterprise Singapore’s Weights and Measures Office.

Transition from TR 48: 2015 to SS 648: 2019

3 SS 648: 2019 includes new requirements for multi-meter installation, enhancement of the zero verification procedure and clarity on the role of bunker surveyors. Starting from 1 May 2020, MPA will mandate SS 648: 2019 for the custody transfer of bunker deliveries to ocean-going ships in the Port of Singapore. The existing bunkering standards, TR 48: 2015, will cease to apply by end November 2020.
Purchase of SS 648: 2019

4 SS 648: 2019 can be purchased from:

Toppan Leefung Pte Ltd
1 Kim Seng Promenade #18-01
Great World City East Tower
Singapore 237994

Tel: (65) 6826 9691
Email: singaporestandardseshop@toppanleefung.com
Website: www.singaporestandardseshop.sg

Training Courses

5 As part of MPA’s ongoing efforts to enhance bunker cargo officers’ and bunker surveyors’ professionalism and competency, MPA has worked with SSA and IBIA to develop refresher courses to cover technical knowledge of MFM bunker operations and raise awareness on the SS 648: 2019. All in-service bunker cargo officers and bunker surveyors are required to attend the refresher course conducted by either SSA or IBIA.

6 Information on the courses can be obtained from:

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7 The courses are now open for registration. All relevant individuals and companies are reminded to obtain the necessary certification as soon as possible.

8 If you have further queries, please email [bsd@mpa.gov.sg](mailto:bsd@mpa.gov.sg).

CAPT DAKNASH GNASEN
SENIOR DIRECTOR (OPERATIONS AND MARINE SERVICES)
MARITIME AND PORT AUTHORITY OF SINGAPORE
1. On 7 February 2020, the Singapore Ministry of Health (MOH) raised its risk assessment from Disease Outbreak Response System Condition (DORSCON) level Yellow to DORSCON Orange.

2. At present, there are no restrictions to shipping activities. Ships can continue to berth at terminals to carry out operations. To date, there is no significant disruption in the Port of Singapore due to the 2019-nCoV situation.

3. With the heightened posture, the Maritime and Port Authority of Singapore (MPA) will put in place the additional precautionary measures that MOH has introduced to minimise the risk of further transmission of the 2019 Novel Coronavirus (2019-nCoV) in the community. This is on top of the measures that MPA had implemented under Port Marine Circular (PMC) 02 of 2020 dated 1 February 2020 – “Extension of Precautionary Measures to Minimise Risk of Community Spread of the 2019 Novel Coronavirus in Singapore” and PMC 03 of 2020 dated 1 February 2020 – “Maritime Declaration of Health”.

4. In line with MOH’s media release dated 7 February 2020 (Annex 1):

   a. Additional Precautions for Large-Scale Events. MPA advises the shipping community to cancel or defer non-essential large-scale events. For those who choose to proceed, they should take all necessary precautions to minimise the risk of community transmission. Individuals who are unwell, on Leave of Absence, or have recent travel history to mainland China, should not attend such events.
b. **Daily Health Checks.** All ship masters and employers should require their crew and employees to conduct regular temperature-taking and check whether they have respiratory symptoms such as cough and runny nose. Temperature should be taken at least twice daily, and anyone with a fever or is unwell should see a doctor immediately.

c. **Enhance Business Continuity Capability.** All ships and workplaces should step up their business continuity plans, and prepare for widespread community transmission. The business continuity plans can include allowing employees to telecommute or segregation of teams.

d. **Role of Individuals in Preventing Transmission.** The most effective method to prevent transmission remains through good personal hygiene of regular hand washing with soap and water, and the use of hand sanitisers when soap and water are unavailable. Individuals should avoid touching their face unnecessarily, especially if their hands are not clean.

e. **Temperature Screening at Sea Checkpoints for Inbound Travellers.** Since 24 January 2020, MPA has implemented temperature screening at all sea checkpoints, including ferry and cruise terminals, PSA terminals and Jurong Port, for inbound travellers.

**Industry-led Initiatives**

5. **Temperature Screening at Cruise and Ferry Terminals.** Since 8 February 2020, **2359hrs**, cruise and ferry terminal operators have implemented centralised outbound temperature screening for departing passengers. This is an additional precautionary measure by the terminal operators to ensure the health and safety of all passengers and crew.

6. **Cleaning and Disinfection.** Cruise and ferry operators have also stepped up their cleaning and disinfection regime on board the cruise ships and ferries, especially in common or public areas to help prevent the widespread transmission of the 2019nCoV.

**Further Advice**

7. MPA advises the shipping community to adhere closely to the following press releases and advisories:

   a. GOV.SG article dated 6 February 2020 on different DORSCON levels (Annex 2)

   b. MOM general advisory for workplace measures in response to DORSCON Orange situation in Singapore dated 7 February 2020 (Annex 3)
c. ICA updates on border control measures in response to the 2019 novel coronavirus (Annex 4)

d. MPA advisories on 2019 novel coronavirus (nCoV) (Annexes 5, 6 and 7).

Conclusion

8. MPA urges the shipping community to remain vigilant, resolute and stay united in tackling the novel coronavirus (nCoV) situation. Organisations and individuals can play a part in reducing the risk of imported cases and community transmission. Singapore’s port operations continue to forge ahead and we thank partners for the support.

CAPT CHARLES DE SOUZA
DEPUTY PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
FOR IMMEDIATE RELEASE

RISK ASSESSMENT RAISED TO DORSCON ORANGE

Contact tracing for Case 29 (announced on 6 February) so far has not established a link to previous cases or travel history to mainland China.

2. Today, the Ministry of Health (MOH) has confirmed three additional cases of 2019 novel coronavirus (2019-nCoV) infection in Singapore. Contact tracing is underway; as of now, we have not uncovered links to previous cases or travel history to China.

3. As there are now a few local cases without any links to previous cases or travel history to China, we have stepped up our risk assessment from DORSCON Yellow to DORSCON Orange.

Precautionary measures calibrated to manage escalating scenarios

4. We have planned for such a scenario involving community spread. Since last month, the Government has implemented a series of defensive measures to reduce the risk of imported cases and community transmission. We have strengthened these measures progressively as the situation escalated, both globally and in Singapore.

5. With the heightened risk posture of DORSCON Orange, we will be introducing the following additional precautionary measures to minimise the risk of further transmission of the virus in the community:

Additional precautions for large-scale events

6. We advise event organisers to cancel or defer non-essential large-scale events. For those who choose to proceed, they should take all necessary precautions. These include:

- Carry out temperature screening;
- Look out for respiratory symptoms such as cough or runny nose, and deny entry to unwell individuals;
- Remind participants not to attend if the participants have recent travel history to mainland China, and require travel declaration, if possible;
- Ensure that event venues are ventilated and are adequately equipped with facilities for hand washing; and
- Increase the frequency of cleaning commonly used areas; and
- Maintain a registration list of participants, if practical.
7. Individuals who are unwell, on Leave of Absence, or have recent travel history to mainland China, should not attend such events.

**Daily health checks at the workplace**

8. All employers should require their employees to conduct regular temperature-taking and check whether they have respiratory symptoms such as cough and runny nose. Temperature should be taken at least twice daily, and anyone with a fever or is unwell should leave office immediately to see a doctor.

**Enhance business continuity capability at workplaces**

9. All workplaces should step up their business continuity plans, and prepare for widespread community transmission. The business continuity plans can include allowing employees to telecommute or dividing the workforce into segregated teams.

**Raise protection of vulnerable groups**

**Healthcare institutions**

10. MOH will be implementing temperature screening and closer controls of entry points into the hospitals. Our hospitals will introduce measures to care for patients with pneumonia separately from other patients, to reduce risk of transmission. MOH will continue to work with the healthcare institutions to enhance infection control.

**Schools**

11. With immediate effect, schools will suspend inter-school and external activities till the end of the March school holidays. These include the national school games, learning journeys and camps. All schools and teachers will also continue to implement the enhanced measures announced on 4 February, such as classroom-based assemblies, school-based co-curricular activities in smaller groups and staggered recesses.

**Preschools and social/elder care services**

12. Preschools and social/elder care services will limit the number of visitors to their premises.

**Role of individuals in preventing transmission**

13. The measures we are taking will only be effective in containing the spread of the virus if individuals also play their part. The 2019-nCoV is transmitted through contact with droplets from infected individuals, either directly or indirectly through hands that have come into contact with these droplets. The virus can also transmit through surfaces that have been contaminated with these droplets.

14. Even with community transmission, the most effective method to prevent transmission remains through good personal hygiene of regular hand washing with soap and water, and the use of hand sanitisers when soap and water are unavailable.
We should avoid touching our face unnecessarily, and especially if our hands are not clean.

15. As a general good practice, we advise people not to shake hands during this period, but adopt alternative greetings.

16. People who are unwell should stay at home, and wear a mask if they must go out, such as to see the doctor. In particular, they should avoid coming into close and sustained proximity with others. Workers who come across customers who are unwell, should immediately advise customers to leave and go see a doctor.

MINISTRY OF HEALTH
7 FEBRUARY 2020
What do the different DORSCON levels mean

The colours describe the current disease outbreak situation and what needs to be done

3 min read | Published on 06 Feb 2020

When there is an outbreak resulting in the spread of an infectious disease worldwide, Singapore puts in place prevention and response plans.

As part of this plan, the 'Disease Outbreak Response System Condition' (DORSCON) is a colour-coded framework that shows the current disease situation. The framework provides us with general guidelines on what needs to be done to prevent and reduce the impact of infections.

DORSCON takes into account:

- The current disease situation overseas
- How transmissible the disease is
- How likely it is to arrive in Singapore
- What impact it may have on Singapore's community
There are 4 statuses – Green, Yellow, Orange and Red, depending on the severity and spread of the disease. For each status, it details the impact on the community, such as the measures to be taken in daily life (e.g. temperature screening, border measures), and advice to the public (e.g. to look out for travel advisories).

During the SARS experience in Singapore, the status was Orange, meaning the disease was severe and spread easily, but still contained.

You can keep updated on the DORSCON status for nCoV on the MOH website.

Annex 3
General advisory for workplace measures in response to DORSCON Orange situation in Singapore

Updated as of 7 February 2020

1. With the occurrence of a few local cases of 2019-nCoV without any links to previous cases or travel history to China, MOH has stepped up its risk assessment from DORSCON Yellow to DORSCON Orange on 7 February 2020.

2. The tripartite partners – the Ministry of Manpower (MOM), the National Trades Union Congress (NTUC) and the Singapore National Employers Federation (SNEF) – are issuing this advisory on the appropriate workplace measures to guide employers to continue running their operations while minimising risks of community spread of the 2019-nCoV.

Measures for Employers and Workplaces under DORSCON ORANGE

Business Continuity Plans and Managing Operations

3. Employers should step up their Business Continuity Plans (BCPs), and prepare for widespread community transmission. Employers which have not developed BCPs may wish to refer to the Guide on Business Continuity Planning for 2019 novel coronavirus [1] to develop their BCPs as soon as possible.

4. Specifically, employers may wish to consider the following in their BCPs:
   a. Frontline staff – For employers who manage frontline staff, they may wish to consider split team arrangements under their BCPs to ensure continuity of services. Split team arrangements refer to allocating employees under alternate teams (e.g. Team A & Team B) who can be deployed according to different work schedules or at different work sites. Team A and Team B should be physically segregated to avoid the risk of infection between teams. Employers could also cross-train employees and establish covering arrangements to minimise disruptions.
   b. Backend staff – Employers are encouraged to allow backend staff to work from home where feasible. Employers can also consider split teams where some backend staff would work from the office while others work from home to minimise interaction. Employers may wish to procure the necessary equipment and review their work processes to facilitate employees to utilise flexible work arrangements.
   c. Temperature Screening. Depending on the nature of business and environment, employers may consider measures in their BCPs to control and log access of visitors/customers to their workplaces, with temperature screening where necessary. In general, frontline staff who do temperature screening for visitors/customers should don masks. BCPs should give guidance to frontline staff to ask the customers who are unwell to reschedule their appointments and return another day when they are well.

5. Prior to executing the BCPs, employers should clearly communicate and explain to employees the measures that are being implemented as well as their roles and responsibilities. Where possible, unionised employers should engage their unions on their BCPs early to provide assurance to employees.

6. As advised by MOH, employers are advised to cancel or defer non-essential large-scale events. Those who choose to proceed should take additional precautions.

a. Carry out temperature screening;
b. Look out for respiratory symptoms such as cough or runny nose, and deny entry to unwell individuals;
c. Remind participants not to attend if they have recent travel history to mainland China or are under leave of absence, and require travel declaration, if possible;
d. Ensure that event venues are ventilated and are adequately equipped with facilities for hand washing;
e. Increase the frequency of cleaning of commonly used areas; and
f. Maintain a registration list of participants, if practical.

7. Employers should regularly check the MOM and MOH website for the latest information on the 2019-nCoV situation and review their BCPs processes and measures to ensure that they remain relevant. MOM, [MII], NTUC and SNEF had also issued an advisory for employers on additional precautionary measures for stepping up cleaning of work premises and on serving customers who are unwell.

Taking Care of Employees

8. In view of DORSCON orange, we urge employers to take the following measures to safeguard the well-being of their employees:

1. Personal health and hygiene – Employers are encouraged to remind their employees to take care of their own health. All employers should require their employees to take their temperature regularly (at least twice daily) and check for respiratory symptoms. Employees are also encouraged to observe good personal hygiene, e.g. wash their hands regularly and refrain from touching their face. Any employee who is unwell should leave the workplace immediately and consult a doctor.

2. Vulnerable employees – Employers should pay special attention to older employees, pregnant employees and employees who have underlying medical conditions in planning their operations or work schedules. Where operationally feasible, employers should reduce exposure of such employees to frontline work.

9. Employees with caregiving needs – Employers are urged to be supportive of their employees’ needs during this period if an employee needs to stay at home for non-work related reasons relating to the 2019-nCoV situation, e.g. caregiving needs for family members or for children who are sent to school or childcare facilities close. In such situations, employers are encouraged to adopt flexible work arrangements to allow the employee to work from home. If working from home is not possible, employers can consider the following options, or a combination of the options, for the employees:

1. Allow employees to use their leave entitlements such as hospitalisation leave, outpatient sick leave, annual leave, childcare / family care leave;

2. For employees who have used up their leave entitlements, be flexible in granting paid time-off or allow them to use advanced paid leave or no-pay leave;

3. Other mutually agreed arrangements between the employers and employees / unions.

10. Leave of Absence (LOA) – For employees who are required to be under LOA, employers must ensure that employees stay away from the workplace, but employers may allow employees to work from home. If working from home is not possible, employers should provide additional paid leave for the LOA period. If this is not feasible, employers can consider the options in paragraph 9 above.

11. Quarantined employees – Employees who are served a Home Quarantine Order will be deemed to be on paid hospitalisation leave for the duration of the Order.

12. Employers and employees may wish to refer to MOH and MOM websites for more information on how employees could manage their essential needs (e.g. food and other personal matters) during quarantine or LOA, as well as the Quarantine Order Allowance Scheme and other business support schemes.

Conclusion – Staying United in Tackling the 2019-nCoV situation

13. Overall, MOM urges employers to be flexible and supportive of their employees' needs during this period. Employees are urged to cooperate with their employers in executing the BCPs. Both employers and employees are strongly

2/8/2020

General advisory for workplace measures in response to DORSCON Orange situation in Singapore

encouraged to take precautionary steps according to advisories issued by MOM and MOH.

14. For further queries, please contact:

Ministry of Manpower
MOM Contact Centre ☏ (65) 6438 6122
Online enquiry
www.mom.gov.sg

Ministry of Health
MOH General Hotline ☏ (65) 6325 9220
Online enquiry
www.moh.gov.sg

FOOTNOTE

1. The guide also provides employers with useful resources such as examples of workflows to carry out visitor or temperature screening or contact tracing, as well as templates of the related forms.

2. Additional paid leave should be paid at gross rate of pay which includes allowances that an employee is entitled to under a contract of service but excludes: additional payments (overtime, bonus, annual wage supplements etc), reimbursement of special expenses incurred during the course of employment, productivity incentive payments, travel, food and housing allowances.
Updates on Border Control Measures in Response to the 2019 Novel Coronavirus

From 1 February 2020, 2359 hrs, all new visitors with recent travel history to mainland China within the last 14 days will not be allowed entry into or transit through Singapore.

The issuance of all forms of new visas and visa-free transit facility to those with People’s Republic of China (PRC) passports will be suspended with immediate effect. Previously issued visas for those with PRC passports will also be suspended with immediate effect.

Visitors affected by the above policy and need to visit Singapore due to extenuating reasons may submit the completed Form 14 (Part V is optional) to ICA_nCoV_request@ica.gov.sg, together with the following documents:

- A copy of the passport bio data page
- Any other supporting documents.

Chinese nationals who are already in Singapore will not be affected by the recent policy and may apply online if there is a need to extend your stay in Singapore.

For other details, go to MOH’s website or view the press releases below.

从2020年2月1日晚上11时59分起，过去14天曾到访中国大陆的旅客将禁止入境新加坡或在新加坡过境。
新加坡移民与关卡局从即日起，暂停签发新签证和免签证过境设施给中华人民共和国护照持有者，之前签发的签证也会暂时失效。

受以上政策影响但有特殊原因必须到访新加坡的旅客，可将填好的Form 14并连同以下的证件电邮至ICA_nCoV_request@ica.gov.sg。

- 护照副本（个人资料页）
- 其他您认为所需的相关文件

已经入境新加坡的中国旅客则不受这项防疫政策影响。若要申请延长签证，可上网提交申请。

欲知更多详情，可浏览新加坡卫生部网站或以下的新闻稿。

**Latest Updates** (as of 7 Feb 2020)
ICA Visitor Services Centre (VSC) will issue a revised Approval Letter for Entry (ALE) to all successful appellants. Sample of the revised ALE and the changes to the ALE are summarized below:

<table>
<thead>
<tr>
<th>Approval Letter for Entry (ALE)</th>
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<tbody>
<tr>
<td><strong>Previous</strong></td>
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<tr>
<td>1</td>
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<td>4</td>
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<td>5</td>
</tr>
</tbody>
</table>

**Note:** For visa required countries, the 'yyyyyyyy' will be 9 characters, with the first 2 being letters and followed by 7 numbers. For non-visa required countries, the 'yyyyyyyy' will be 6 numbers.
Our Ref: N/ALE/111114/2020

16 April 2020

Dear Sir/Madam

APPLICATION FOR ENTRY IN VIEW OF 2019 NOVEL CORONAVIRUS
KEEN LEE

Please refer to your application for entry regarding the above matter.

2 I am pleased to inform that you may seek entry to Singapore between 14 Jun 2020 and 18 Jun 2020. The Immigration Officer at the checkpoints will assess your eligibility for entry, subject to you fulfilling the usual entry requirements where applicable.

3 You may be placed on a 14-day Quarantine Order (QO)/Stay-Home Notice (SHN), according to prevailing health measures of the Ministry of Health, and be required to remain in your place of stay or at designated quarantine/SHN facilities for the duration of the QO/SHN. If you fail to comply with the QO or SHN requirements, you may be prosecuted under the Infectious Diseases Act or its Regulations, and ICA may cancel your immigration pass under the applicable provisions of the Immigration Act or its Regulations. It may also affect your eligibility for immigration facilities in the future. If you had left Singapore from 27 Mar 2020, in disregard of the travel advisory against all travel abroad, you have to pay for the full cost of staying in the SHN dedicated facilities when you return to Singapore.

4 You must submit your arrival information, including your health declaration, using the SG Arrival Card e-Service (https://eservices.ica.gov.sg/sgarrivalcard), up to three (3) days before your entry into Singapore. Please produce this letter to the immigration officer upon arrival in Singapore.

Note: This approval letter is good for a single entry

IMMIGRATION & CHECKPOINTS AUTHORITY
HEALTH ADVISORY ON 2019 NOVEL CORONAVIRUS (2019-nCoV) FOR OPERATORS, OWNERS, MASTERS, PERSONS IN CHARGE AND CREW MEMBERS OF HARBOUR AND PLEASURE CRAFT

Precautions to take to minimise the risk of novel coronavirus (nCoV) infection

Operators, owners, masters and persons-in-charge and crew members of harbour craft and pleasure craft should take the following precautions:

a. Avoid contact with live animals including poultry and birds;
b. Avoid consumption of raw and undercooked meat;
c. Avoid crowded places and close contact with people who are unwell or showing symptoms of illness;
d. Observe good personal hygiene;
e. Practice frequent hand washing with soap;
f. Wear a mask if you have respiratory symptoms such as a cough or runny nose;
g. Cover one’s mouth with tissue paper when coughing or sneezing, and dispose the soiled tissue paper in the rubbish bin immediately;
h. Seek medical attention promptly if you are feeling unwell
i. Minimise unnecessary interactions with the ship’s crew

Managing unwell passenger(s)

2 The typical symptoms of the novel coronavirus (nCoV) are:

a. Fever;
b. Runny nose;
c. Cough; and
d. Shortness of breath

3 Masters/crew members who notice any passenger who is unwell and displaying the above symptoms should:

a. Notify the operators, owners, or persons-in-charge who should then immediately report this to the Marine Safety Control Centre (Tel: +65 6325-2488/2489) and arrange for appropriate medical assistance.
b. Provide a surgical mask to the passenger who is unwell.
c. Wear a surgical mask when attending to the passenger who is unwell.

d. Surgical masks should be changed regularly, and if they are soiled or wet.

e. If a surgical mask is not available, the passenger should cover his/her mouth and nose with tissues when coughing.

f. All masks, napkins, tissues, utensils and trays used by the passenger who is unwell should be disposed in leak-resistant plastic bags.

Monitor your health

4 Crew members should be aware of the symptoms of novel coronavirus (nCoV). Any crew member who develops such symptoms in Singapore within 14 days of coming into contact with a passenger who is unwell should seek medical attention immediately. The crew member should wear a mask and call the clinic ahead of his/her visit.
HEALTH ADVISORY ON 2019 NOVEL CORONAVIRUS (2019-nCoV) FOR SHORE PERSONNEL VISITING SHIPS ALONGSIDE THE WHARVES AND AT THE ANCHORAGES

Managers/supervisors of terminal operators, agents, contractors and service providers are to take note of the following health advisory and bring it to the attention of shore personnel who are required to work on board ships.

Precautions to take to minimise the risk of infection

2 Shore personnel refer to any persons, other than the ship’s crew, who are required to board ships alongside wharves or at the anchorages to deliver services requested by ships. They include staff of terminal operators, agents, contractors and service providers.

3 To minimise the risk of novel coronavirus (nCoV) infection, all personnel should take the following precautions:
   a. Avoid contact with live animals including poultry and birds;
   b. Avoid consumption of raw and undercooked meat;
   c. Avoid crowded places and close contact with people who are unwell or showing symptoms of illness;
   d. Observe good personal hygiene;
   e. Practise frequent hand washing with soap;
   f. Wear a mask if you have respiratory symptoms such as a cough or runny nose;
   g. Cover one’s mouth with tissue paper when coughing or sneezing, and dispose the soiled tissue paper in the rubbish bin immediately;
   h. Seek medical attention promptly if you are feeling unwell
   i. Minimise unnecessary interactions with the ship’s crew

4 Managers/supervisors should closely monitor the health of shore personnel who are required to work on board ships. Shore personnel exhibiting symptoms of novel coronavirus (nCoV), which include fever, runny nose, sore throat, cough, and shortness of breath, should not be sent on board ships. Medical attention should be sought immediately.

5 Before boarding any ship, shore personnel should check with the ship master or duty officer if there are any procedures and/or guidelines to be observed, and adhere to them when on board the ship.
HEALTH ADVISORY ON NOVEL CORONAVIRUS (2019-nCoV) FOR SHIPOWNERS, SHIP MANAGERS, AGENTS AND MASTERS OF SINGAPORE REGISTERED SHIPS

The Maritime and Port Authority of Singapore (MPA) urges operators of Singapore Registered Ships (SRS) to take precautionary measures, as well as to remain vigilant and adopt good hygiene practices at all times.

2 Shipowners, ship managers, agents and masters of SRS are to closely monitor the health of their crew on board. If they develop any of the symptoms of the novel coronavirus (nCoV), they should be given immediate medical attention. The typical symptoms of the 2019 novel coronavirus (nCoV) are:
   a. Fever;
   b. Runny nose;
   c. Cough; and
   d. Shortness of breath

3 Ship crew who feel unwell, experience respiratory symptoms (e.g. cough, shortness of breath) or feel feverish, should inform the ship master immediately. The ship master should then inform the company, destination port authority and ship agent to make the necessary arrangements to seek medical attention. Shipowners and masters are to report all occurrences to MPA using the report form found in MPA Shipping Circular No. 4 of 2013.

4 For further information on the 2019-nCoV, please visit the Ministry of Health website at www.moh.gov.sg

5 Any queries regarding this Annex should be directed to MPA Shipping (Email: shipping@mpa.gov.sg; Tel: +65 6375 6251).
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 01 OF 2020

08 Jan 2020

Shipping Community
Harbour Craft Community
Pleasure Craft Community

LIST OF ACTIVE PORT MARINE CIRCULARS

This circular supersedes Port Marine Circular No. 1 of 2019.

2 The list of active Port Marine Circulars is in the ANNEX.

3 The contents of the circulars can be found on MPA’s website (http://www.mpa.gov.sg) under the heading "Circulars and Notices".

4 The contents of circulars that are not included in the active list are deemed to have been sufficiently promulgated and can be found either in the MPA Regulations or on MPA’s website.

5 Please call Capt Scott Ngiam at Tel: (65) 6773-7401 if you have any query regarding this circular.

KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
# ANNEX

## LIST OF ACTIVE PORT MARINE CIRCULARS (PMCs) AS OF 01 JAN 2020

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<thead>
<tr>
<th>YEAR</th>
<th>PMC NO.</th>
<th>SUBJECT</th>
<th>DATE OF ISSUE</th>
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<tbody>
<tr>
<td>1997</td>
<td>14</td>
<td>Handling of Vessels Carrying Liquefied Gases in Bulk</td>
<td>15 May 1997</td>
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<td>Requirement for Damaged Vessels Entering Port</td>
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<td>Control of Parachutists and Hand-Gliding Activities</td>
<td>06 Jun 1997</td>
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<td>29</td>
<td>Bunkering at Shipyard</td>
<td>07 Jun 1997</td>
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<td>38</td>
<td>Port Limit Manning Licence Issued to Non-Singaporean Deck and Engine Officers</td>
<td>03 Jul 1997</td>
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<td></td>
<td>41</td>
<td>Compliance with the Merchant Shipping (Non-Convention Ships) Safety Regulations, 1981 in Respect of Self-Propelled Landing Craft Used for the Purpose of Ferrying Road Tankers or Other Vehicles with Dangerous Goods within the Port</td>
<td>07 Jul 1997</td>
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<tr>
<td></td>
<td>44</td>
<td>Powered Pleasure Craft Driving Licence for Holders of Port Limit Steersman/Helmsman or Special Grade (Deck Officer) Manning Licence</td>
<td>14 Jul 1997</td>
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<tr>
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<td>51</td>
<td>Temporary Harbour Craft Permit (For an Unlicensed Vessel Intending to be Used Temporarily for Intra-Port Activities)</td>
<td>28 Jul 1997</td>
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<tr>
<td></td>
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<td>Fishing Vessels of Less than 2000GT and Other Vessels of Less Than 500GT</td>
<td>28 Jul 1997</td>
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<td>Immobilization of Vessel’s Engines at Anchorages / Wharves</td>
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<td>Tall Vessels’ Movements South of Changi Airport</td>
<td>06 Oct 1997</td>
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<td>Self-Propelled or Composite Mode Required for All Barges Ferrying Road-Tankers or Other Vehicles Loaded with Dangerous Cargoes</td>
<td>24 Nov 1997</td>
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<td></td>
<td>96</td>
<td>Control of Marine Traffic in Cruise Bay</td>
<td>01 Dec 1997</td>
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<td>97</td>
<td>Safety Measure for Jet-Skiing In Singapore Port Waters</td>
<td>01 Dec 1997</td>
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<td>99</td>
<td>Height Restriction at the Second Crossing (Bridge) for Vessels Using the Singapore Channel to Enter or Leave the West Johor Strait</td>
<td>29 Dec 1997</td>
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<td>YEAR</td>
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<td>SUBJECT</td>
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<tr>
<td>1998</td>
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<td>Procedures and Guidelines for the Berthing of Tankers and Conventional Vessels Carrying Bulk Liquid Cargo at Approved Conventional Wharves</td>
<td>03 Feb 1998</td>
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<td></td>
<td>8</td>
<td>Port Limit Special Grade Manning Licence to be Issued to Non-Singaporean Deck and Engine Officers to Operate “Pure” Harbour Craft</td>
<td>14 Mar 1998</td>
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<tr>
<td></td>
<td>14</td>
<td>Survivors/Refugees Rescued at Sea</td>
<td>10 Jun 1998</td>
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<td>16</td>
<td>Height Restricted Area (HRA) of Keppel Harbour</td>
<td>10 Jun 1998</td>
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<td>20</td>
<td>Prohibition of the Use of Auto Pilot in Port</td>
<td>23 Jun 1998</td>
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<td>25</td>
<td>Restriction on Maximum Length Overall (LOA) of Bunker Barges Servicing Vessels in Sungai Jurong</td>
<td>30 Jun 1998</td>
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<tr>
<td></td>
<td>37</td>
<td>Vessel’s Checklist for Piloted Movements</td>
<td>27 Jul 1998</td>
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<td>41</td>
<td>Steel Constructed Non-Mechanical Propelled Harbour Craft Ferrying Vehicles</td>
<td>03 Aug 1998</td>
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<td>43</td>
<td>Issue of Pilotage Exemption Certificates</td>
<td>08 Aug 1998</td>
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<td>49</td>
<td>Requirements for Pontoons Used as Temporary Landing Platforms</td>
<td>28 Aug 1998</td>
</tr>
<tr>
<td></td>
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<td>22</td>
<td>Cashless Payments with Effect from 01 Jan 2018</td>
<td>08 Dec 2017</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Underwater Diving Operations Within the Port</td>
<td>19 Dec 2017</td>
</tr>
<tr>
<td>YEAR</td>
<td>PMC NO.</td>
<td>SUBJECT</td>
<td>DATE OF ISSUE</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>----------------------------------------------------------------------------------------------------------------------</td>
<td>---------------</td>
</tr>
<tr>
<td>2018</td>
<td>2</td>
<td>Revision of Anchorages, Fairways and Channels in Port</td>
<td>14 Feb 2018</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Persons Authorised to Supply Water to Ocean Going Vessels and Harbour Craft in Port</td>
<td>05 Apr 2018</td>
</tr>
<tr>
<td></td>
<td>4</td>
<td>Mandatory Adoption of Mass Flow Metering System for Distillates Delivery In the Port of Singapore</td>
<td>10 May 2018</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Control of Smoke emissions by Vessels in Port</td>
<td>22 May 2018</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Implementation of E-Application to Enter Restricted Areas Surrounding: (A) Jurong Island (B) Pulau Busing &amp; Pulau Bukom &amp; Pulau Sebarok &amp; Shell SBM; and (D) Sembawang Wharves and Approaches Thereto</td>
<td>01 Jun 2018</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Maritime and Port Authority Of Singapore Revokes Pegasus Maritime (S) Pte Ltd.’s Bunker Craft Operator License</td>
<td>16 Jul 2018</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Johor Bahru Port Limits</td>
<td>30 Nov 2018</td>
</tr>
<tr>
<td></td>
<td>9</td>
<td>New Port Limits – Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018</td>
<td>06 Dec 2018</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Amendment to Reporting Procedures for Vessels manoeuvring in Port</td>
<td>18 Dec 2018</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Prohibited Anchoring in western Singapore Port</td>
<td>27 Dec 2018</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>Reporting Procedures for Ships Transiting Western Singapore Port Limits</td>
<td>13 Mar 2019</td>
</tr>
<tr>
<td></td>
<td>5</td>
<td>Changes to the Fourth and Fifth Schedules of the Strategic Goods (Control) Regulations (SGCR)</td>
<td>02 Apr 2019</td>
</tr>
<tr>
<td></td>
<td>6</td>
<td>Maritime and Port Authority of Singapore (Port Limits Suspension) Notification 2019</td>
<td>08 Apr 2019</td>
</tr>
<tr>
<td></td>
<td>7</td>
<td>Reporting Procedures for Vessels Procedures for Vessels Manoeuvring in Port</td>
<td>08 Apr 2019</td>
</tr>
<tr>
<td></td>
<td>8</td>
<td>Prohibited Anchoring Outside Designated Anchorage</td>
<td>08 Apr 2019</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>Maritime and Port Authority of Singapore revokes Southernpec (Singapore) Pte Ltd.’s Bunker Craft Operator Licence</td>
<td>08 May 2019</td>
</tr>
<tr>
<td></td>
<td>11</td>
<td>Reception Facilities for Residues Disposal Arising from Exhaust Gas Cleaning Systems (Scrubbers)</td>
<td>16 May 2019</td>
</tr>
<tr>
<td>YEAR</td>
<td>PMC NO.</td>
<td>SUBJECT</td>
<td>DATE OF ISSUE</td>
</tr>
<tr>
<td>------</td>
<td>---------</td>
<td>---------</td>
<td>--------------</td>
</tr>
<tr>
<td>2019</td>
<td>12</td>
<td>Maritime and Port Authority of Singapore Revokes Southernpec (Singapore) Pte Ltd.’s Bunker Supplier Licence</td>
<td>29 May 2019</td>
</tr>
<tr>
<td></td>
<td>13</td>
<td>Guidelines for Preventing Pollution During Bunkering Operations</td>
<td>25 Jun 2019</td>
</tr>
<tr>
<td></td>
<td>15</td>
<td>Mandatory Adoption of Mass Flow Metering System for Distillates Delivery In the Port of Singapore from 1 July 2019</td>
<td>28 Jun 2019</td>
</tr>
<tr>
<td></td>
<td>16</td>
<td>Maritime and Port Authority of Singapore Revokes Inter-Pacific Petroleum Pte Ltd.’s Bunker Craft Operator Licence</td>
<td>15 Oct 2019</td>
</tr>
<tr>
<td></td>
<td>17</td>
<td>Port Dues Rebate for Vessels Handling Transhipment Vehicles In Singapore</td>
<td>18 Oct 2019</td>
</tr>
<tr>
<td></td>
<td>18</td>
<td>Digital Transformation of MPA One Stop Document Centre (OSDC) [Closure of OSDC Service Counter from 1 January 2020]</td>
<td>21 Oct 2019</td>
</tr>
<tr>
<td></td>
<td>19</td>
<td>Change to Pre-Arrival Notification (PAN)</td>
<td>27 Nov 2019</td>
</tr>
<tr>
<td></td>
<td>20</td>
<td>Complying with Rules for Vessels Navigating Through the Straits of Malacca and Singapore</td>
<td>01 Dec 2019</td>
</tr>
<tr>
<td></td>
<td>21</td>
<td>Enhancements and Extension of the Maritime Singapore Green Initiative – Green Port Programme</td>
<td>02 Dec 2019</td>
</tr>
<tr>
<td></td>
<td>22</td>
<td>Extension of Port Dues Incentive Programmes on the Use of LNG as Marine Fuel in the Port of Singapore</td>
<td>02 Dec 2019</td>
</tr>
<tr>
<td></td>
<td>23</td>
<td>Maritime Welfare Fee Concession</td>
<td>02 Dec 2019</td>
</tr>
<tr>
<td></td>
<td>24</td>
<td>Maritime and Port Authority of Singapore Revokes Inter-Pacific Petroleum Pte Ltd.’s Bunker Supply Licence</td>
<td>09 Dec 2019</td>
</tr>
</tbody>
</table>
The Maritime and Port Authority of Singapore (MPA) has revoked the Bunker Supplier Licence of Inter-Pacific Petroleum Pte Ltd (“Inter-Pacific”). With effect from 9 December 2019, Inter-Pacific will cease to operate as a bunker supplier in the Port of Singapore.

Inter-Pacific had filed for judicial management at the High Court of the Republic of Singapore and a judicial manager has since been appointed. With the appointment of the judicial manager, Inter-Pacific has failed to meet the terms and conditions of the Bunker Supplier Licence, leading to the revocation of the Licence. This follows MPA’s earlier revocation of Inter-Pacific’s Bunker Craft Operator Licence on 15 October 2019 due to bunkering malpractices.

MPA would like to remind all bunker licensees to adhere strictly to the terms and conditions of their licences. MPA takes a serious view of contraventions of the licence terms and conditions, and will suspend or revoke the relevant licences where necessary.

Please contact Mr Yao Yikai at tel. no. 6375 1238 or email Yao_Yikai@mpa.gov.sg for any clarification.
CAPT DAKNASH GANASEN
SENIOR DIRECTOR (OPERATIONS & MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
ENHANCEMENTS AND EXTENSION OF THE MARITIME SINGAPORE GREEN INITIATIVE – GREEN PORT PROGRAMME

The Green Port Programme (“GPP”) is one of the programmes under the Maritime Singapore Green Initiative (“MSGI”) to encourage environmental sustainability amongst ocean-going vessels calling at the Port of Singapore.

2. Following a review of the MSGI, the GPP will be enhanced and extended to further promote environmental sustainability within the port. The enhancements to the GPP are as follows:

   (i) 25% port dues reduction will apply to ocean-going vessels that:
       a. Use LNG as a marine fuel in the Port of Singapore; or
       b. Exceed current IMO’s Energy Efficiency Design Index (“EEDI”) requirements

   (ii) 25% port dues reduction will no longer apply to ocean-going vessels that:
        a. Use clean fuels with a sulphur content of ≤ 0.50% m/m; or
        b. Use approved abatement/scrubber technology by which equivalent levels of sulphur oxide are achieved.

3. The enhancements to GPP will come into effect on 1 Jan 2020, and the GPP will be extended till 31 Dec 2024.

4. To participate in the GPP, shipowners/charterers should ensure that their vessels are pre-registered under the GPP (via the Marinet) prior to calling the Port of Singapore. A step-by-step guide for registering of vessels under the GPP can be found in Annex I of this circular.
5. For every arrival call to the Port of Singapore, the vessel shall declare in the Pre-Arrival Notification form (“PAN”) whether she will be participating in the GPP. A copy of the revised version of the PAN is given in Annex II. Users can also download the latest version of PAN from the following weblink:

http://www.mpa.gov.sg/assets/app/ePANS/epan.html

Existing vessels under the GPP

6. Following the expiry of the existing qualifying criteria of GPP on 31 Dec 2019, all existing ocean-going vessels registered under the GPP will be removed. Shipowners / charterers who wish to have their vessels listed under the GPP again would have to register under Marinet – please refer to Annex I for this.

7. For shipowners/charterers that wish to opt out of the GPP can do so via Marinet - refer to Annex I for steps to de-registration from the GPP.

Terms and Conditions of the GPP

8. Participants in the GPP should note the following terms and conditions:

   (i) The GPP is only valid for ocean-going vessels. This port dues reduction is not applicable to MPA licensed harbour or pleasure craft.

   (ii) To qualify for the 25% reduction in port dues (throughout entire port stay of 5 days or less), the following must be adhered to:

       a) Vessels exceeding current IMO Energy Efficiency Design Index (“IMO EEDI”) requirements. Supporting documents demonstrating that the vessel exceeds current IMO EEDI requirements should be kept for a period of at least one year from the date of declaration and made available to MPA upon request.

       b) Vessels using LNG should initiate the switch to LNG for the main engine and auxiliary engine before entering Singapore Port Limits. The use of LNG should be maintained throughout the port stay to qualify for the concession. The switch over from LNG should only be initiated after leaving Singapore Port Limits. Vessels should maintain the information listed in Annex III for at least one year from the date of declaration. Copies of supporting documents such as the daily consumption record, relevant bunker delivery note(s), and engine records shall be made available to MPA upon request.

       (iii) Vessels under the current annual port dues scheme may participate and enjoy the port dues reduction of 25% for entire port stay of 5 days or less. Vessels must adhere to what is laid out in para 8 (ii) a) and b) above. In the event of non-compliance for any call, the entire reduction in annual port dues will be withdrawn and the owner/agent will be required to refund the reduction.
9. The GPP port dues reduction is valid in addition to any other concessions enjoyed by the vessels.

10. The Port Marine Circular (no. 11 of 2016) will be cancelled on 1 Jan 2020.

11. For any queries on the GPP, please send an email to greenport@mpa.gov.sg. For problems encountered with the GPP registration system, please contact the Marinet Helpdesk at 6375 1255.

CAPT DAKNASHAMOORTHY GANASEN
SENIOR DIRECTOR (OPERATIONS AND MARINE SERVICES)
FOR CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex I

Step-by-Step Guide for Vessel Registration and De-Registration under the GPP

1. Registration of vessels under the Green Port Programme (GPP) must be made using a valid Marinet account. For non-Marinet subscribers, please refer to the following link for the procedure to subscribe to Marinet (http://www.mpa.gov.sg/sites/global_navigation/e-services/e_services.page) and allow up to 3 working days for the processing of the application.

2. Upon logging in to Marinet (http://marinet.mpa.gov.sg), the GPP menu item (i.e. “Register Owned/Chartered Vessels Under the Green Port Programme Fleet”) will appear under the sub-header “e-Registration” on the Marinet main page. Click on the GPP menu item to invoke the e-service, and follow the steps below:

   a. **Step 1 of 4 (Registration)**
      
      (i) Click on the hyperlink “Create/Update” to add a record in the GPP.

   b. **Step 2 of 4 (Create/ Update Vessel Operator)**
      
      (i) Enter the contact information of the vessel operator and local agents, if any. When completed, click on the “Next Page” button.

   c. **Step 3 of 4 (List of Registered Vessels)**
      
      (i) Click on “Add” button to register a vessel in the GPP.

   d. **Step 4 of 4 (Vessel Selection)**
      
      (i) Enter the first few characters of the vessel name, Call Sign or IMO number.
      
      (ii) Click on the “Search” button to retrieve a list of vessels that match the search criteria.
      
      (iii) Click on the vessel name in the list to register the vessel in the GPP

   **EEDI:**
   
   (iv) Select “Yes” or “No” from the dropdown list in response to the question “Does the vessel exceed current IMO’s EEDI requirements?”
   
   (v) If the answer is “Yes”, please upload the relevant certification and documents to Marinet for verification by MPA.
   
   (vi) Proceed to 3) to enter the end of the time charter period, if applicable.

   **LNG:**
   
   (vii) If the vessel uses LNG, please proceed to 2).
   
   (viii) Please fill in the following:
      
      a) The estimated average LNG consumption per day in the Port of Singapore.
      
   (ix) Proceed to 3) to enter the end of the time charter period, if applicable.

3. Successfully registered vessels will appear in the List of Registered Vessels. A detailed guide of the GPP e-service is available in the Marinet under the “Help” hyperlink.
**De-registering a Vessel from GPP**

4. To de-register a vessel from the GPP, please go through the steps in paragraph 2 of this Annex until you reach paragraph 2c. *(i.e. Step 3 of 4 *(List of Registered Vessels))*). Click the “delete” button and follow the instructions from there.
PRE-ARRIVAL NOTIFICATION ("PAN") FORM (VERSION 8.0)

Please refer to Port Marine Circular no. 19 of 2019, "Change to Pre-Arrival Notification (PAN)", for more information.

To access PAN FORM Version 8.0, please click on the following link: http://www.mpa.gov.sg/assets/app/ePANS/epan.html

MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: (65) 62213127
FAX: (65) 62213036
Email: isps@mpa.gov.sg

PAN FORM version 8.0

This form may take 10 minutes to complete. You will need the following information to complete the form:

1. Particulars of ship and contact details
2. Arrival voyage information
3. Security related information
4. Declarations

Pre-Arrival Notification (PAN)

Owner, Agents or Masters of
   a) Passenger ships including high-speed passenger craft
   b) Cargo ships, including high-speed craft, of 500GT and above, and
   c) Mobile offshore units, including mobile offshore drilling units,

Shall complete this form and email to isps@mpa.gov.sg at least **24 hours** before arrival into Singapore. A ship coming from a nearby port, with less than 24 hours steaming time to Singapore, shall immediately on departure from such port complete this form and email to isps@mpa.gov.sg before arrival into Singapore.

* Denotes mandatory field

1.1 * IMO number:
1.2 * Name of ship:
1.3 * Flag State:
1.4 * Type of ship:

4.3 **Green Port Programme**

4.3.1 Will vessel be using LNG as a marine fuel during entire port stay, or does it exceed current IMO’s EEDI requirements?
   □ No
   □ Yes. Please choose from one of the 2 options:

   □ Vessel using LNG as a marine fuel during entire port stay
   □ Vessel exceeds current IMO’s EEDI requirements
SAMPLE RECORD TO BE MAINTAINED BY VESSELS

A. Information on initiation of fuel switch

<table>
<thead>
<tr>
<th>INITIATION OF FUEL SWITCH TO LNG</th>
<th>Main Engine</th>
<th>Auxiliary Engine</th>
</tr>
</thead>
<tbody>
<tr>
<td>Before entering Singapore Port Limited</td>
<td>After entering Singapore Port Limited</td>
<td>Before entering Singapore Port Limited</td>
</tr>
</tbody>
</table>

- **Date (dd/mm/yy)**
- **Time (24hr format)**
- **Position**
  - Latitude (dd°mm'ss'')
  - Longitude (dd°mm'ss'')

B. Information on amount of LNG used

<table>
<thead>
<tr>
<th>AMOUNT OF LNG USED</th>
<th>While underway from Singapore Port Limit to berth*</th>
<th>While alongside</th>
<th>While underway from berth to Singapore Port Limit *</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Main Engine</td>
<td>Auxiliary Engine</td>
<td>Main Engine</td>
</tr>
</tbody>
</table>

LNG

* including stay in anchorage

**NOTE:**

1. Vessels should maintain the information for one year from the time of declaration.
2. Records used in other countries may be accepted if all the information required above is provided.
EXTENSION OF PORT DUES INCENTIVE PROGRAMMES ON THE USE OF LNG AS MARINE FUEL IN THE PORT OF SINGAPORE

A) 5-Year Waiver of Craft Port Dues for LNG-fuelled Harbour Craft

B) 10% Port Dues Concession for Green Port Programme (GPP) Vessels that engage LNG-fuelled Harbour Craft for Port Operations

Since 2017, two incentive programmes were introduced by the Maritime and Port Authority of Singapore (MPA) to encourage the use of LNG as a marine fuel in the Port of Singapore as follows:

2. MPA reviewed the programmes and will extend both programmes by another 5 years, starting from 1 Jan 2020 to 31 Dec 2024, with changes made to the qualifying criteria on the concession scheme for GPP vessels calling the port of Singapore.

A) 5-Year Waiver of Craft Port Dues for LNG-fuelled Harbour Craft

3. This programme entitles LNG-fuelled harbour craft new buildings to a waiver of craft port dues for a period of 5 years. Please see table below for details:

<table>
<thead>
<tr>
<th>Qualifying criteria</th>
<th>a) Applicable to LNG fuelled harbour craft(^1) new buildings.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>b) Application for registration must be submitted by 31 Dec 2024.</td>
</tr>
<tr>
<td></td>
<td>c) Harbour craft must be mechanically propelled and the main engine(s) of</td>
</tr>
</tbody>
</table>

\(^1\) The applicable harbour craft categories are SB/SC/SP/SR/ST
the vessel powered by LNG (whether pure-LNG fuelled or LNG-dual fuelled).

<table>
<thead>
<tr>
<th>Period of waiver</th>
<th>a) 5 years from the licence commencement date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Registration</td>
<td>a) Facilitated via online registration process for new harbour craft licence in Marinet at <a href="https://marinet.mpa.gov.sg">https://marinet.mpa.gov.sg</a></td>
</tr>
</tbody>
</table>
| Others           | a) Waiver will be reflected in the craft port dues invoice at the beginning of each licence billing cycle.  
|                  | b) LNG-fuelled harbour craft that either de-license as a harbour craft, or fail to renew their harbour craft licence within the 5-year period will not be eligible for the waiver for subsequent years. |

B) 10% Port Dues Concession for Green Port Programme Vessels that engage LNG-fuelled Harbour Craft for Port Operations

4. This programme grants 10% port dues concession to Green Port Programme (GPP) registered vessels that are serviced by LNG-fuelled harbour craft during their port stay. This is in addition to the 25% port dues concession that GPP-registered vessels receive during their stay in the Port of Singapore. Further details can be found in the table below:

| Qualifying criteria | a) Applicable to GPP-registered vessels that engage an LNG-fuelled harbour craft for port operations.  
|                     | b) GPP-registered vessel must use one of the following during their port stay of 5 days or less:  
|                     |   (i) Use LNG as a marine fuel in the Port of Singapore; or  
|                     |   (ii) Exceed current IMO’s Energy Efficiency Design Index (“EEDI”) requirements  
|                     | c) In order for GPP vessel owners to enjoy the 10% port dues concession, the LNG-fuelled harbour craft operators are required to make daily declarations to verify that they serviced the respective GPP registered vessels. The declaration can be made through MARINET’s “Service information system for declaration (by LNG-fuelled harbour craft owners and operators)”. |
| Period of concession| a) 1 Jan 2020 till 31 Dec 2024. |
| Registration       | For GPP-registered vessels  
|                    | a) Shipowners/charterers should ensure that the requisite vessel registration and declarations under the GPP are made. Please refer to “Port Marine Circular No. 21 of 2019 (‘Enhancements and Extension of the Maritime Singapore Green Initiative – Green Port Programme’)” for more information on GPP registration and declarations.  
|                    | For LNG-fuelled harbour craft operators  
<p>|                    | a) LNG-fuelled harbour craft operators serving the GPP vessels are required to register to the “Service Information System for Declarations” via MPA’s Marinet platform. |</p>
<table>
<thead>
<tr>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) The port dues concession enjoyed under this programme is capped at 10% regardless of the frequency the GPP-registered vessel is serviced by LNG-fuelled harbour craft during each port stay.</td>
</tr>
<tr>
<td>b) The 10% port dues concession is valid in addition to any other concessions enjoyed by the GPP-registered vessel.</td>
</tr>
<tr>
<td>c) The concession will be reflected in the port dues invoice for the particular port call.</td>
</tr>
</tbody>
</table>

5. For queries on these two programmes, please contact us at gpp@mpa.gov.sg. For queries related to harbour craft licensing, please contact MPA’s One-Stop Document Centre at 6325 2373 or email osdc_mpa@mpa.gov.sg.

CAPT DAKNASHAMOORTHY GANASEN
SENIOR DIRECTOR (OPERATIONS AND MARINE SERVICES) FOR CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
PORT AND SHIPPING COMMUNITY

MARITIME WELFARE FEE CONCESSION

This circular supersedes Port Marine Circular No. 7 of 2017.

2 Maritime welfare fees apply for each vessel call. Currently, to qualify for the Maritime Welfare Fee concession, the vessel’s port stay must not exceed five days for that vessel call. The current 100% Maritime Welfare Fee concession was part of an earlier economic relief measure to help industry. The concession took effect from 1 October 2012 for a period of five years, and was extended in 2017, to 31 December 2019.

3 To help industry defray cost in the short term, MPA will extend the 100% Maritime Welfare Fee concession for another 3 years till 31 December 2022. The concession applies to vessels that meet such prevailing qualifying condition(s) as may be notified by MPA from time to time. Please see details in Annex A.

4 For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR Hotline</td>
<td><a href="mailto:AR_MPA@mpa.gov.sg">AR_MPA@mpa.gov.sg</a></td>
<td>63751695</td>
</tr>
<tr>
<td>Mr Steven Qian</td>
<td><a href="mailto:Steven_QIAN@mpa.gov.sg">Steven_QIAN@mpa.gov.sg</a></td>
<td>63751661</td>
</tr>
</tbody>
</table>

MS CINDY SIM
DIRECTOR (FINANCE, PROCUREMENT & ADMIN)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex A

To qualify for the Maritime Welfare Fee concession from 1 January 2020, the vessel’s port stay must not exceed 5 days.

Maritime Welfare Fee per Vessel Call

For qualifying vessels that meet the prevailing qualifying condition:

<table>
<thead>
<tr>
<th>Vessel Size (in GT)</th>
<th>1 Oct 2012 to 31 Dec 2019</th>
<th>1 Jan 2020 to 31 Dec 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 – 1,000</td>
<td>$25 x 0% = $0</td>
<td>$25 x 0% = $0</td>
</tr>
<tr>
<td>1,001 – 2,000</td>
<td>$40 x 0% = $0</td>
<td>$40 x 0% = $0</td>
</tr>
<tr>
<td>2,001 – 5,000</td>
<td>$60 x 0% = $0</td>
<td>$60 x 0% = $0</td>
</tr>
<tr>
<td>5,001 – 10,000</td>
<td>$80 x 0% = $0</td>
<td>$80 x 0% = $0</td>
</tr>
<tr>
<td>10,001 – 20,000</td>
<td>$105 x 0% = $0</td>
<td>$105 x 0% = $0</td>
</tr>
<tr>
<td>20,001 – 40,000</td>
<td>$140 x 0% = $0</td>
<td>$140 x 0% = $0</td>
</tr>
<tr>
<td>Greater than 40,000</td>
<td>$175 x 0% = $0</td>
<td>$175 x 0% = $0</td>
</tr>
</tbody>
</table>

For non-qualifying vessels that do not meet the prevailing qualifying condition:

<table>
<thead>
<tr>
<th>Vessel Size (in GT)</th>
<th>Current up till 31 Dec 2019</th>
<th>1 Jan 2020 to 31 Dec 2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>75 – 1,000</td>
<td>$25</td>
<td>$25</td>
</tr>
<tr>
<td>1,001 – 2,000</td>
<td>$40</td>
<td>$40</td>
</tr>
<tr>
<td>2,001 – 5,000</td>
<td>$60</td>
<td>$60</td>
</tr>
<tr>
<td>5,001 – 10,000</td>
<td>$80</td>
<td>$80</td>
</tr>
<tr>
<td>10,001 – 20,000</td>
<td>$105</td>
<td>$105</td>
</tr>
<tr>
<td>20,001 – 40,000</td>
<td>$140</td>
<td>$140</td>
</tr>
<tr>
<td>Greater than 40,000</td>
<td>$175</td>
<td>$175</td>
</tr>
</tbody>
</table>

¹ No GST is charged on Maritime Welfare Fee.
COMPLYING WITH RULES FOR VESSELS NAVIGATING THROUGH THE STRAIT OF MALACCA AND SINGAPORE

1. Vessels navigating in the Straits of Malacca and Singapore are required to comply with the ‘Rules For Vessels Navigating Through the Straits of Malacca and Singapore’ adopted by the International Maritime Organization’s (IMO) Maritime Safety Committee at its sixty-ninth session in 1998, in accordance with the provision of Resolution A.858(20).

2. The Maritime and Port Authority of Singapore would like to remind all shipmasters including the Bridge Resource Management team in particular those on board deep draught vessels (DDVs1) and very large crude carriers (VLCCs2) transiting in the westbound lane of the Traffic Separation Scheme and precautionary areas of the Singapore Strait shall:

   a) Allow for an under keel clearance of at least 3.5 metres at all times during the entire passage through the Straits of Malacca and Singapore.

   b) As far as it is safe and practicable, proceed at speed of not more than 12 knots over grounds in the westbound lanes between positions 01°12·51’N, 103°52·15’E and 01°11·59’N, 103°50·21’E and between position 01°11·13’N 103°49·08’E and 01°08·65’N, 103°44·30’E. (Between South of St John’s Island to Raffles Lighthouse)

3. The IMO Circular SN/Cir.198 (see Annex) provides information on the ‘Rules For Vessels Navigating Through the Straits of Malacca and Singapore’.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

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1. A vessel having a draught of 15 metres or more shall be deemed to be a DDV
2. A tanker of 150,000 DWT and above shall be deemed to be a VLCC
ANNEX

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

1  The Maritime Safety Committee, at its sixty-ninth session (11 May to 20 May 1998), adopted in accordance with the provisions of resolution A.858 (20), the following routeing measures other than traffic separation schemes, attached hereto:

1.1 Amended rules for vessels navigating through the Straits of Malacca and Singapore (Annex 1).

2  The aforementioned routeing measures were implemented at 0000 hours UTC on 1 December 1998.

ANNEX 1

RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE

I  Definitions

For the purpose of these Rules the following definitions shall apply:

1. A vessel having a draught of 15 metres or more shall be deemed to be a deep draught vessel.
2. A tanker of 150,000 DWT and above shall be deemed to be a very large crude carrier (VLCC).

Note: The above definitions do not prejudice the definition of “vessel constrained by her draught” described in Rule 3 (h) of the International Regulations for Preventing Collisions at Sea, 1972.

II  General Provisions

1. Deep draught vessels and VLCCs shall allow for an under keel clearance of at least 3·5 metres at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions, when navigating through the traffic separation schemes.

2. Masters of deep draught vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.

3. All deep draught vessels and VLCCs navigating within the traffic separation schemes are recommended to use the pilotage service of the respective countries when they become available.

4. Vessels shall take into account the precautionary areas where crossing traffic may be encountered and be in a maximum state of manoeuvring readiness in these areas.

III  Rules

Rule 1  Eastbound deep draught vessels shall use the designated deep-water routes.

Rule 2  Eastbound deep draught vessels navigating in the deep-water routes in Phillip Channel and Singapore Strait shall as far as practicable, avoid overtaking.

Rule 3  All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible, consistent with safe navigation.

Rule 4  All vessels having defects affecting operational safety shall take appropriate measures to overcome these defects before entering the Straits of Malacca and Singapore.

Rule 5  In the event of an emergency or breakdown of a vessel in the traffic lane, the vessel shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.
Rule 6  (a) Vessels proceeding in the westbound lane of the traffic separation scheme “In the Singapore Strait” when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and, compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross the westbound lane of the scheme in order to approach the single point mooring facility (in approximate position 01°11·42’N, 103°47·40’E, from Phillip Channel).

(b) Vessels proceeding in the traffic separation schemes when approaching any of the precautionary areas shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross that precautionary area.

(c) Information relating to the movement of ships constrained by their draught as referred to in paragraphs (a) and (b) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the traffic separation scheme should monitor these radio broadcasts and take account of the information received.

Rule 7  VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore shall as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:

a) At One Fathom Bank traffic separation scheme;
b) Deep-water routes in the Phillip Channel and in Singapore Strait; and
c) Westbound lanes between positions 01°12·51’N, 103°52·15’E and 01°11·59’N, 103°50·21’E and between position 01°11·13’N 103°49·08’E and 01°08·65’N, 103°44·30’E.

Rule 8  All vessels navigating in the routeing system of the Straits of Malacca and Singapore shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of manoeuvring readiness.

Rule 9  (a) Vessels which are fitted with VHF radio communication are to participate in the ship reporting system adopted by the Organization.

(b) VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore are advised to broadcast, eight hours before entering the traffic separation schemes, navigational information giving name, deadweight tonnage, draught, speed and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse and Horsburgh Lighthouse. Difficult and unwieldy tows are also advised to broadcast similar information.

Rule 10  All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage to or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.

Rule 11  Flag States, owners and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

IV Warning

Mariners are warned that local traffic could be unaware of the internationally agreed regulations and practices of seafarers and may be encountered in or near the traffic separation schemes, and should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

Source: SN/Circ. 198 dated 26 May 1998

Note: The coordinates in WGS 84 Datum were inserted by Hydrographic Department, MPA.
PORT MARINE CIRCULAR No. 19 of 2019  

27 November 2019

Shipping Community

CHANGE TO PRE-ARRIVAL NOTIFICATION (PAN)

1. The Maritime and Port Authority of Singapore (MPA) would like to inform the shipping community that the Pre-Arrival Notification (PAN) has been revised to incorporate the requirements for reporting on the use of compliant fuel in accordance with IMO 2020 Fuel Oil Sulphur Limit.

2. Regulation 14.1 of MARPOL Annex VI stipulates that the sulphur content of any fuel oil used on board ships shall not exceed 0.50% m/m on and after 1 January 2020 (for ships operating outside an emission control area). In addition, amendments to Regulation 14.1 of MARPOL Annex VI to prohibit the carriage of fuel oil with sulphur content exceeding 0.50% m/m for use on board ships will come into force on 1 March 2020. This carriage prohibition does not apply to the carriage of fuel oil as cargo.

3. The revised PAN will require ships calling the Port of Singapore to declare their method of compliance with regard to Regulation 14.1 of MARPOL Annex VI, i.e., whether the ship will be using compliant fuel (sulphur content not exceeding 0.50% m/m) or exhaust gas cleaning system (scrubber). Ships using non-compliant fuel (sulphur content exceeding 0.50% m/m) are also required to declare and provide reasons for non-complaint fuel.

4. Ships entering the Port of Singapore with non-compliant fuel due to the unavailability of compliant fuel from the previous port are required to complete and submit a copy of the Fuel Oil Non Availability Report (FONAR) to shipping@mpa.gov.sg and BSD@mpa.gov.sg.

5. Shipowners, agents and masters are reminded that the discharge of wash water from scrubbers operating in open-loop mode is prohibited within the Singapore port limit from 1 January 2020. More information on the implementation and enforcement of IMO 2020 Fuel Oil Sulphur Limit can be found at the following website:

https://www.mpa.gov.sg/web/portal/home/singapore-registry-of-ships/about-srs-and-

---

1 For ships operating within an emission control area, the sulphur content of fuel oil used on board ships shall not exceed 0.10% m/m since 1 January 2015. The emission control areas under Regulation 14 of MARPOL Annex VI are the Baltic Sea area, the North Sea area, the North American Emission Control Area, and the United States Caribbean Sea Emission Control Area.
what-new/IMO-2020-Fuel-Oil-Sulphur-Limit

6. The revised PAN has also been streamlined to make it more user-friendly to the sections on Ballast Water Management Convention and Green Port Programme.

7. Pursuant to Section 44(2) of the Maritime and Port Authority of Singapore Act (Cap. 170A), and Regulations 3 and 63A of the Maritime and Port Authority of Singapore (Port) Regulations, the Port Master hereby directs that owners, agents or masters of the following vessels are to declare the required information using the revised PAN form in this circular:

   a) Passenger ships, including high-speed passenger craft;
   b) Cargo ships, including high-speed craft, of 500 GT and above; and
   c) Mobile offshore units, including mobile offshore drilling units.

8. The revised PAN form is attached in Annex A for reference and will be available for download from the website: http://www.mpa.gov.sg/assets/app/ePANS/epan.html from 1 December 2019. Owners, agents and masters are to submit the revised PAN form for all ship arrivals on or after 1 January 2020.

9. Please submit the completed PAN to the MPA Security Department via email isps@mpa.gov.sg at least 24 hours before the ship’s arrival in Singapore. The ship’s agent based in Singapore may submit the PAN through MPA digitalPort@SG. For vessels which are not required to declare PAN, they will submit the revised declaration in the Notification of Arrival.

10. The owners and agents of vessels are encouraged to forward soft copies of the revised ePAN to their shipmasters.

11. Any queries to this circular should be directed to Port Security Unit at Tel: 6221 3127, or Mr. Peh Ling Woon at Tel: 6325 2463.

12. Port Marine Circular No.19 of 2017 is hereby cancelled.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: (65) 62213127
FAX: (65) 62213036
Email: isps@mpa.gov.sg

PAN FORM version 8.0

This form may take 10 minutes to complete. You will need the following information to complete the form:

1. Particulars of ship and contact details
2. Arrival voyage information
3. Security related information
4. Declarations

Pre-Arrival Notification (PAN)

Owner, Agents or Masters of
   a) Passenger ships including high-speed passenger craft
   b) Cargo ships, including high-speed craft, of 500Gt and above, and
   c) Mobile offshore units, including mobile offshore drilling units,

Shall complete this form and email to isps@mpa.gov.sg at least 24 hours before arrival into Singapore. A ship coming from a nearby port, with less than 24 hours steaming time to Singapore, shall immediately on departure from such port complete this form and email to isps@mpa.gov.sg before arrival into Singapore.

* Denotes mandatory field

1.1 * IMO number :
1.2 * Name of ship :
1.3 * Flag State :
1.4 * Type of ship :
1.5 * Call sign :
1.6 * Arrival Fwd Draft : Mid Draft : Aft Draft :
1.7 * Air Draft :
1.8 * INMARSAT number : * MMSI number :
1.9 * Gross Tonnage :
1.10 * Name of ship owner's company:
* Name of Company Security Officer (CSO):
* CSO 24 hours contact tel/mobile no.:

1.11 * Name of agent in Singapore:
* Agent 24 hours contact tel/mobile no.: Fax no.:
Agent's email address:

1.12 * Ship's email address:

2 Arrival Voyage Information

2.1 * Ship arriving from:

2.2 Port facility information

* Facility/Location:
* Expected date and time of arrival:
* Expected date and time of departure:
* Purpose of call:

☐ Loading/ Discharging Cargo  ☐ Embarking/Disembarking Passengers
☐ Taking Bunkers  ☐ Taking Ship's Supplies  ☐ Changing Members of Crew
☐ Repair/ Docking/ Outfitting at Shipyards  ☐ Miscellaneous

If Miscellaneous, please specify purpose:

2.3 * General description of cargo onboard:

2.3.1 * Is the ship carrying any Dangerous Cargo? This includes dangerous cargo carried in packaged form, ie IMDG Dangerous Goods (DG) cargo OR Hazardous Noxious Substances (HNS, chemicals in bulk). Y/N

2.3.2 * Reminder. Before the arrival of vessel in port, please forward the dangerous cargo details 24 hr beforehand to the local agent for proper declaration

3 Security Related Information

3.1 * Current security level of ship:

3.2 List last 10 port calls (ship/port interface conducted) - Chronological order beginning with most recent call:

<table>
<thead>
<tr>
<th>No</th>
<th>Date From</th>
<th>Date To</th>
<th>Port Facility</th>
<th>Port Name</th>
<th>Security Level</th>
<th>Special or Additional Security Measures</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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</tbody>
</table>
3.3 List of most recent 5 ship-to-ship activities during the period specified in 3.2 - Chronological order beginning with the most recent call:

<table>
<thead>
<tr>
<th>No</th>
<th>Date From</th>
<th>Date To</th>
<th>Lat</th>
<th>Lon</th>
<th>Activity</th>
<th>Security Measures Applied</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<tr>
<td>2</td>
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</tbody>
</table>

3.4 * Does the ship have any privately contracted security personnel onboard? Y/N

3.5 * Does the ship have any refugees, stowaways, or persons rescued from sea onboard? Y/N

3.6 Remarks:

4 Declarations

4.1 Arms and Ammunition
   * Is the ship carrying arms or ammunition onboard? Y/N

4.1.1 Type and quantity:

4.1.2 Does the ship have a strong room? Y/N If yes, location:

4.2 Mandatory Certificates

4.2.1 * Certificate of Insurance or other Financial Security in Respect of Civil Liability for Bunker Oil Pollution Damage (BCC)? Y/N
   Issuer: Expiry date:

4.2.2 * CLC 92 Certificate (for tankers)? Y/N
   Issuer: Expiry date:

4.2.3 * International Ship Security Certificate (ISSC)? Y/N
   Issuer: Expiry date:

4.3 Green Port Programme

4.3.1 Will vessel be using LNG as a marine fuel during entire port stay, or does it exceed current IMO’s EEDI requirements?

☐ No

☐ Yes. Please choose from one of the 2 options:
   1. Vessel using LNG as a marine fuel during entire port stay
   1. Vessel exceeds current IMO’s EEDI requirements
4.4  * Ballast Water Management Convention

4.4.1  Does the Convention apply?  
1. Does the vessel have IBWMC/ Statement of Compliance?  
   Y/N

2. Is the ship exempted under Regulation A4?  
   (A4: Exemption from the installation of ballast water management systems)
   Y/N

3. Vessel complying with Regulation D1, D2, D4 or “Other approach”?  
   Select regulation
   (D1: Ballast water exchange standards/
    D2: Ballast water performance standards /
    D4: Prototype ballast water treatment technologies/
    Other approach – as annotated in the IBWMC)

4. If D1, was BWE conducted?  
   Y/N
   4.1 If No, Reason why BWE not conducted  
   Select reason

4.2 Is ship planning to discharge BW in port?  
   Y/N
   4.2.1 If ship is planning to discharge BW in port, estimated quantity of unmanaged Ballast water proposed to be discharged:  
   Cubic metres

5. If D2, is the BWMS operational?  
   Y/N
   5.1 If No, was BWE carried out as contingency measure?  
   Y/N
   5.1.1 If BWE was not carried out as contingency measure, is ship planning to discharge BW in port?  
   Y/N
   5.1.1.1 If ship is planning to discharge BW in port, estimated quantity of unmanaged Ballast water proposed to be discharged
   Cubic metres

6. If D4, is the ship holding “Statement of Compliance for prototype ballast water treatment technology”?  
   Y/N

7. If “other approach”, please only state the regulation as annotated in the IBWMC (eg Regulation A3.5).

4.5  * Sulphur Limit

4.5.1 Please specify the method for compliance with MARPOL Annex VI Regulation 14.1 with regard to 0.50% m/m fuel oil sulphur content limit throughout the vessel’s stay in Singapore port waters.
   Select method

4.5.2 Please specify the type of scrubber installed on board.

   ☐ Open-Loop
   (Note: Discharge of wash water from open-loop scrubbers is prohibited in Port of Singapore. Vessel shall complete changeover to compliant fuel prior entry into Singapore Port Limits.)

   Does the vessel have enough compliant fuel oil on board throughout the vessel’s stay in Singapore?  
   Y/N

   Has arrangement been made to procure compliant fuel in Singapore?  
   Y/N

   ☐ Close-Loop

   ☐ Hybrid Type
   (Note: Scrubber shall only be operated in closed-loop mode or ship to use compliant fuel)

4.5.3 Please specify the type of compliant fuel oil (<=0.50% sulphur content) that will be used on board.
   ☐ Vessel will be using Low Sulphur Fuel Oil (LSFO)
☐ Vessel will be using Marine Gas Oil (MGO)
☐ Vessel will be using Liquefied Natural Gas (LNG)
☐ Vessel will be using other alternative fuel oil to comply with the requirement
Please specify:

4.5.4 Has the vessel completed the Fuel Oil Non Availability Report (FONOR)?
☐ Yes (Please send a copy of the FONOR to shipping@mpa.gov.sg; BSD@mpa.gov.sg)
☑ Has arrangement been made to dispose the non-compliant fuel oil in Singapore? Y/N
☐ No
☐ The vessel took on board compliant fuel oil as per Bunker Delivery Note (BDN) but later test results show the fuel to be non-compliant
☐ Other reason for not completing the FONOR, please specify:

4.6 Above information is declared by,

4.6.1 * Name :

4.6.2 * Title :

4.6.3 * Location of ship at the time the report is made :

4.6.4 * Time (24-hour time format; HHMM) :

4.6.5 Date (DD-MM-YYYY)

Signature:

-------------------------------

IMPORTANT NOTES (For ePAN Users)

a) Some PC systems may prevent the ePAN from executing due to individual security settings. After downloading the ePAN.html file, it is recommended to rename the “ePAN.html” file as “ePAN.h ta” as a precaution.

b) When transmitting the ePAN file as an attachment via email, do ensure to compress the file before sending, i.e. “ePAN.zip”. This is to avoid any unintended file alteration and/or blocking by the receiving email system.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 18 of 2019

21 October 2019

Harbour Craft Community
Pleasure Craft Community

DIGITAL TRANSFORMATION OF MPA ONE STOP DOCUMENT CENTRE (OSDC)
[CLOSURE OF OSDC SERVICE COUNTERS FROM 1 JANUARY 2020]

In line with the Smart Nation Initiative, MPA has been progressively introducing digital services over the past years for customers to perform harbour and pleasure craft transactions online in a seamless and convenient way.

2. With the introduction of digital services and continuous improvements to enhance the services, all harbour and pleasure craft transactions can now be performed anytime and anywhere on personal smart mobile devices or in the office. The digital online services have significantly reduced the number of customers conducting transactions over the counter at OSDC. Hence, MPA has reviewed the need and will cease providing counter services at OSDC progressively as follows:

a) **1 December to 31 December 2019**, operating hours will be from 0830 hours to 1230 hours from Mondays to Fridays (closed on Weekends and Public Holidays).

b) From **1 January 2020**, counter service will cease.

3. If you require assistance with the digital services, please contact the following:

<table>
<thead>
<tr>
<th>Digital Services</th>
<th>Telephone Number</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harbour and Pleasure Craft Licensing</td>
<td>6325 2373</td>
<td><a href="mailto:osdc_mpa@mpa.gov.sg">osdc_mpa@mpa.gov.sg</a></td>
</tr>
<tr>
<td>Port Clearance</td>
<td>6325 2374</td>
<td></td>
</tr>
<tr>
<td>Marinet Helpdesk</td>
<td>6375 1255</td>
<td><a href="mailto:marinet@mpa.gov.sg">marinet@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>
4. Please refer to Annex A for the full suite of digital services available in MPA’s Marinet. To access these digital services, please visit https://marinet.mpa.gov.sg

5. Please contact Mr Francis Koh at tel. no. 6325 2432 or email francis_koh@mpa.gov.sg for any clarification needed on this circular.

CAPT DAKNASH GANASEN
SENIOR DIRECTOR (OPERATIONS AND MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex A – List of digital services for Harbour and Pleasure Craft community

To access the digital services, please visit [https://marinet.mpa.gov.sg](https://marinet.mpa.gov.sg)

### Table 1: Harbour Craft Licences

<table>
<thead>
<tr>
<th>List of e-services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Enquiry of Craft Licence</td>
</tr>
<tr>
<td>Enquiry on Application Status</td>
</tr>
<tr>
<td>New Harbour Craft Licence</td>
</tr>
<tr>
<td>Renewal of Harbour Craft Licence</td>
</tr>
<tr>
<td>Change of Craft Particulars</td>
</tr>
<tr>
<td>Change of Ownership</td>
</tr>
<tr>
<td>Change of Ship Manager</td>
</tr>
<tr>
<td>Conversion of Craft Licence</td>
</tr>
<tr>
<td>Payment of Craft Licence Fees</td>
</tr>
<tr>
<td>Bid for Craft Licence Number</td>
</tr>
<tr>
<td>Craft Inspection Booking</td>
</tr>
</tbody>
</table>

### Table 2: Pleasure Craft Licences

<table>
<thead>
<tr>
<th>List of e-services</th>
</tr>
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<tbody>
<tr>
<td>Enquiry of Craft Licence</td>
</tr>
<tr>
<td>Enquiry on Application Status</td>
</tr>
<tr>
<td>New Pleasure Craft Licence</td>
</tr>
<tr>
<td>Renewal of Pleasure Craft Licence</td>
</tr>
<tr>
<td>Change of Craft Particulars</td>
</tr>
<tr>
<td>Change of Ownership</td>
</tr>
<tr>
<td>Conversion of Craft Licence</td>
</tr>
<tr>
<td>Payment of Craft Licence Fees</td>
</tr>
<tr>
<td>Bid for Craft Licence Number</td>
</tr>
<tr>
<td>Craft Inspection Booking</td>
</tr>
</tbody>
</table>

### Table 3: Harbour Craft Driving Licences

<table>
<thead>
<tr>
<th>List of e-services</th>
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</thead>
<tbody>
<tr>
<td>New Manning Licence</td>
</tr>
<tr>
<td>Enquiry on Application Status</td>
</tr>
<tr>
<td>Payment of Manning Licence Fee</td>
</tr>
<tr>
<td>Enquiry of Manning Licence and Submission of New Documents</td>
</tr>
<tr>
<td>Application for Replacement / Renewal / Cancellation of Manning Licence</td>
</tr>
</tbody>
</table>

### Table 4: Pleasure Craft Driving Licences

<table>
<thead>
<tr>
<th>List of e-services</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Powered Pleasure Craft Driving Licence (PPCDL) / Advanced PPCDL</td>
</tr>
<tr>
<td>Payment of PPCDL/Advanced PPCDL Fee</td>
</tr>
<tr>
<td>Enquiry of PPCDL/APPDL</td>
</tr>
<tr>
<td>Replacement/Renewal/Cancellation of PPCDL/Advanced PPCDL</td>
</tr>
<tr>
<td>Submission of Documents (medical reports)</td>
</tr>
</tbody>
</table>
Annex A – List of digital services for Harbour and Pleasure Craft community

### Table 5: Port Clearance for Harbour and Pleasure Craft

<table>
<thead>
<tr>
<th>List of e-services</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Declaration of Vessel Arrival/Departure</td>
</tr>
<tr>
<td>Submission of Change of Purpose of Call</td>
</tr>
<tr>
<td>Submission of Ship Certificates</td>
</tr>
<tr>
<td>EPC Check – Submission of Ship Certificates</td>
</tr>
<tr>
<td>Enquiry of General Declaration of Arrival/Departure</td>
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<tr>
<td>Enquiry on Ship Certificates</td>
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<tr>
<td>Enquiry on Application Status</td>
</tr>
<tr>
<td>Cancellation of Port Clearance Certificate</td>
</tr>
<tr>
<td>Application for Electronic Port Clearance Scheme</td>
</tr>
<tr>
<td>Submission of Change of Agency</td>
</tr>
<tr>
<td>Submission of Change of General Declaration of Departure (History Calls)</td>
</tr>
<tr>
<td>Application for Vessel Record Creation</td>
</tr>
<tr>
<td>Application for Change of Vessel Particulars</td>
</tr>
<tr>
<td>Application for Permission to Launch a Newly Constructed Vessel into Waters of the Port</td>
</tr>
<tr>
<td>Application to change Launch Date/Time</td>
</tr>
<tr>
<td>Application for Permission to Break Up a Vessel in the Port</td>
</tr>
<tr>
<td>Application for Approval to Extend Permission to Break Up a Vessel in the Port</td>
</tr>
</tbody>
</table>

### Table 6: Others

<table>
<thead>
<tr>
<th>List of e-services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Temporary Harbour Craft Permit</td>
</tr>
<tr>
<td>Application for payment of Annual Port Dues and Advanced Maritime Welfare Fees</td>
</tr>
</tbody>
</table>
PORT MARINE CIRCULAR
NO. 17 OF 2019

18 October 2019

Vehicle Carrier Operators

PORT DUES REBATE FOR VESSELS HANDLING TRANSHIPMENT VEHICLES IN SINGAPORE

This circular supersedes Port Marine Circular No. 5 of 2017.

2 MPA has conducted a review and we are pleased to extend the above scheme which aims to encourage the growth in the vehicle transhipment business in Singapore. The scheme will be valid for another 3 years from 1 January 2020 till 31 December 2022.

3 Under the scheme, port dues rebate will be granted to vehicle carrier operators’ vessels handling transhipment vehicles in Singapore with a port stay of not more than 5 days as follows:

   a. **Less than 10,000 transhiped vehicles in Singapore per year**: 10% port dues rebate if a minimum compound annual growth rate (CAGR) of 5% over base year\(^1\) is achieved. No rebate if growth condition is not met.

   b. **Between 10,000 and 200,000 transhiped vehicles in Singapore per year**: 20% port dues rebate if a minimum CAGR of 2% over base year is achieved; otherwise 10% port dues rebate.

   c. **More than 200,000 transhiped vehicles in Singapore per year**: 20% port dues rebate if positive CAGR over base year is achieved; otherwise 10% port dues rebate.

\(^1\) 3-year average from 2017 to 2019
4 The vehicle carrier operator will not be entitled to the rebate during any year that it does not fulfill the conditions of the scheme.

5 Vehicle carrier operators that fulfill the conditions of the scheme for the year under review should complete and submit the attached application form to MPA by 30 April of the following year (i.e. the application for year 2020 should be submitted by 30 April 2021 and so on).

6 For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia Zhu</td>
<td><a href="mailto:Julia_ZHU@mpa.gov.sg">Julia_ZHU@mpa.gov.sg</a></td>
<td>63751657</td>
</tr>
<tr>
<td>Steven Qian</td>
<td><a href="mailto:Steven_Qian@mpa.gov.sg">Steven_Qian@mpa.gov.sg</a></td>
<td>63751661</td>
</tr>
</tbody>
</table>

MS CINDY SIM
DIRECTOR (FINANCE, PROCUREMENT & ADMIN (FPA))
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
APPLICATION FORM

PORT DUES REBATE FOR VESSELS HANDLING TRANSHIPMENT VEHICLES IN SINGAPORE

1. To assist us to evaluate your application speedily, please provide information requested. If space is insufficient, a separate sheet may be used.

2. All information given will be kept confidential.

3. For clarification in completing this form, please contact:

<table>
<thead>
<tr>
<th>Contact</th>
<th>Email</th>
<th>DID</th>
</tr>
</thead>
<tbody>
<tr>
<td>Julia Zhu</td>
<td><a href="mailto:Julia_ZHU@mpa.gov.sg">Julia_ZHU@mpa.gov.sg</a></td>
<td>6375-1657</td>
</tr>
<tr>
<td>Steven Qian</td>
<td><a href="mailto:Steven_QIAN@mpa.gov.sg">Steven_QIAN@mpa.gov.sg</a></td>
<td>6375-1661</td>
</tr>
</tbody>
</table>

4. The scheme and its conditions are valid for another 3 years from 1 Jan 2020 till 31 Dec 2022. MPA will review the scheme in 2022.

5. The vehicle carrier operator will not be entitled to the rebate during any year that it does not fulfil the conditions of the scheme.

6. Please return completed forms (in duplicate) for the year under review by 30 April of the following year (i.e the application for year 2020 should be submitted by 30 Apr 2021 and so on) to:

Maritime and Port Authority of Singapore
460 Alexandra Road
Finance Dept, #18 PSA Building
Singapore 119963

Part I
Conditions

Port dues rebate will be granted to vehicle carrier operators’ vessels handling transhipment vehicles in Singapore with a port stay of not more than 5 days as follows:

a. **Less than 10,000 transhiped vehicles in Singapore per year**: 10% port dues rebate if a minimum compound annual growth rate (CAGR) of 5% over base year (3 year average from 2017 to 2019) is achieved. No rebate if growth condition is not met.

b. **Between 10,000 and 200,000 transhiped vehicles in Singapore per year**: 20% port dues rebate if a minimum CAGR of 2% over base year (3 year average from 2017 to 2019) is achieved; otherwise 10% port dues rebate.

c. **More than 200,000 transhiped vehicles in Singapore per year**: 20% port dues rebate if positive CAGR over base year (3 year average from 2017 to 2019) is achieved; otherwise 10% port dues rebate.

Where:

"port dues" - refers to Category 1 port dues rates as per Paragraph (1)(1)(a)(i) of the MPA (Scale of Dues, Rates and General Fees) Notification only. That is, vessels paying port dues on a per call basis for the purpose of loading and/or discharging cargo, and not exceeding 5 days in port.

"vessels" – refers to vessels classified as “Vehicle Carrier” in MPA’s CV system. Includes pure car carrier (PCC), pure car truck carrier (PCTC) and roll-on-roll-off (RORO).

"year“ – refers to calendar year basis: vessel declared arrival from 1 January to 31 December (inclusive).

"vehicle transhipment volume“ – refers to all transhipment vehicles (regardless of the shipper-consignee / cargo owner) loaded and/or discharged by the vessel at PSAC terminals. A transhipment vehicle is counted once when discharged from a vessel and once upon loading onto a vessel.

"vehicle units“ – refers to all “self driven” entities such as cars, trucks, excavators, bulldozers etc. 1 vehicle is counted as 1 unit.

"compound annual growth rate (CAGR)“ = \[
\left( \frac{X_n}{X_o} \right)^{\frac{1}{n}} - 1 \] \times 100 \%

where:

* \( X_n \) = vehicle transhipment volume handled in Singapore by the vehicle carrier operator in year \( n \);
* \( X_o \) = vehicle transhipment volume handled in Singapore by the vehicle carrier operator in base year (average of 3 years from 2017 to 2019); and
* \( n \) = number of years
### See examples below:

<table>
<thead>
<tr>
<th>Year</th>
<th>3 year average from 2017-2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle transhipment volume (Units)</td>
<td>5,000</td>
<td>4,800</td>
<td>5,800</td>
</tr>
<tr>
<td></td>
<td>Nominal growth rate (Y.O.Y)</td>
<td>-4.0%</td>
<td>20.8%</td>
<td>-8.6%</td>
</tr>
<tr>
<td></td>
<td>CAGR over base year</td>
<td>-4.0%</td>
<td>7.7%</td>
<td>2.0%</td>
</tr>
<tr>
<td></td>
<td>Qualify for port dues rebate?</td>
<td>No (0%)</td>
<td>Yes (10%)</td>
<td>No (0%)</td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle transhipment volume (Units)</td>
<td>12,000</td>
<td>13,200</td>
<td>14,058</td>
</tr>
<tr>
<td></td>
<td>Nominal growth rate (Y.O.Y)</td>
<td>10.0%</td>
<td>6.5%</td>
<td>-20.0%</td>
</tr>
<tr>
<td></td>
<td>CAGR over base year</td>
<td>10.0%</td>
<td>8.2%</td>
<td>-2.1%</td>
</tr>
<tr>
<td></td>
<td>Qualify for port dues rebate?</td>
<td>Yes (20%)</td>
<td>Yes (20%)</td>
<td>Yes (10%)</td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vehicle transhipment volume (Units)</td>
<td>250,000</td>
<td>257,500</td>
<td>270,375</td>
</tr>
<tr>
<td></td>
<td>Nominal growth rate (Y.O.Y)</td>
<td>3.0%</td>
<td>5.0%</td>
<td>-10.0%</td>
</tr>
<tr>
<td></td>
<td>CAGR over base year</td>
<td>3.0%</td>
<td>4.0%</td>
<td>-0.9%</td>
</tr>
<tr>
<td></td>
<td>Qualify for port dues rebate?</td>
<td>Yes (20%)</td>
<td>Yes (20%)</td>
<td>Yes (10%)</td>
</tr>
</tbody>
</table>
Part II
Company Details
a Name: ________________________________________________________
b Address: _______________________________________________________ 
                                                      _______________________________________________________
c Contact person: ________________________________________________
d Tel No: _________________________________________________________
e Email address: ________________________________________________
f Fax No: _______________________________________________________

Part III
Information (1 printed copy and 1 softcopy in Excel format)

1. An audited spreadsheet indicating the details of vessels handling transhipment vehicles in Singapore by the vehicle carrier operator for:
a) the year under review; and 
b) the base year (3 year average from 2017 to 2019) (where applicable)

The data fields required are:
• GDV number
• Vessel name
• IMO number
• Vehicle carrier operator
• Vehicle volume (transhipment) (in units)
• MPA port dues payee account number
• MPA port dues bill number(s)
• MPA port dues amount (only specify amount billed under Paragraph (1)(1)(a)(i) of the MPA (Scale of Dues, Rates and General Fees) Notification)
• MPA credit note number(s) (if any)
• MPA credit note amount (only specify amount credited under Paragraph (1)(1)(a)(i) of the MPA (Scale of Dues, Rates and General Fees) Notification))
Part IV

Authorization
Please complete and submit the authorization letter(s) in Annex 1 if the entity that paid the port dues is different from the entity that is applying for the rebate.
Part V

Declaration

I hereby declare that the information given or attached to this form is true and correct.

__________________________________________   __________________________
Signature of company representative               Date

__________________________________________   __________________________
Name in block letters                           Company stamp

______________________________
Designation
AUTHORIZATION LETTER

(to be completed only if the entity that paid the port dues is different from the entity applying for the rebate)

I, (Name of entity that paid the port dues), hereby authorize the Maritime and Port Authority of Singapore (MPA) to pay the port dues rebate for (vessel name(s), IMO number) with (GDV number(s)) that called in Singapore to (Name of entity that is applying for the rebate) and release MPA from all claims and liabilities in respect of such payment.

Signature of company representative (Entity that paid the port dues)  Signature of company representative (Entity that is applying for the rebate)

________________________________________  ______________________________________
Name in block letters                               Name in block letters

________________________________________  ______________________________________
Designation                                       Designation

________________________________________  ______________________________________
Company stamp                                      Company stamp

________________________________________  ______________________________________
Date                                              Date
Submission of Details of Vessels Handling
Transhipment Vehicles in Singapore
For the year ended DD/MM/YYYY
in connection with the
Application for Port Dues Rebate for Vessels Handling
Transhipment Vehicles in Singapore
(Port Marine Circular No. 17 of 2019 dated 18 Oct 2019
issued by
the Maritime and Port Authority of Singapore)
Auditor’s Report on Submission of Details of Vessels Handling Transhipment Vehicles in Singapore for the year ended DD/MM/YYYY in connection with the Application for Port Dues Rebate for Vessels Handling Transhipment Vehicles in Singapore (Port Marine Circular No. 17 of 2019 dated 18 Oct 2019 issued by the Maritime and Port Authority of Singapore)

We have audited the details shown in the submission (marked for identification purposes) for vessels handling transhipment vehicles in Singapore for the year ended DD/MM/YYYY in connection with the application for the Port Dues Rebate for Vessels Handling Transhipment Vehicles in Singapore.

The attached submission (marked for identification purposes) is the responsibility of <Your Company Name> (the “Company”). Our responsibility is to express an opinion on whether the details shown in the submission are in accordance with the books and records kept by the Company; the bases and requirements specified in the Maritime and Port Authority of Singapore (the “MPA”)’s Port Marine Circular No. 17 of 2019 dated 18 Oct 2019 and its related application form; and correspondences between the MPA and the Company (if any).

We conducted our audit in accordance with the Singapore Standards on Auditing applicable to special purpose audit engagements. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the attached submission is free of material misstatement. Our audit includes checking, on a test basis, evidence supporting the details in the submission, and also checking and agreeing the details in the submission to the accounting and operational records of the Company. We believe that our audit provides a reasonable basis for our opinion.
In our opinion, the details shown in the attached submission (marked for identification) for the year ended DD/MM/YYYY are prepared, in all material respects, in accordance with the books and records kept by the Company; the bases and requirements specified in the MPA’s Port Marine Circular No. 17 of 2019 dated 18 Oct 2019 and its related application form; and correspondences between the MPA and the Company (if any).

Our report is solely to assist the Company in its application for the port dues rebate for vessels handling transhipment vehicles in Singapore (Port Marine Circular No. 17 of 2019 dated 18 Oct 2019 issued by the MPA) and is not to be used for any other purpose or to be distributed to any other parties other than the MPA. This report relates only to the items specified in the attached submission and does not extend to any financial statements of the Company taken as a whole.

Yours faithfully
<Sign-off by Auditor>
| GDV no. | Vessel name | IMO number | Vessel carrier operator | Vehicle volume (transhipment) (in units) | MPA port dues payee account no. | MPA port dues bill no(s). | MPA port dues amount (only specify amount billed under Paragraph (1)(1)(a)(i) of the MPA (Scale of Dues, Rates and General Fees) Notification) | MPA credit note no(s). | MPA credit note amount (only specify amount billed under Paragraph (1)(1)(a)(i) of the MPA (Scale of Dues, Rates and General Fees) Notification) |
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 16 of 2019

15 October 2019

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

MARITIME AND PORT AUTHORITY OF SINGAPORE REVOKES INTER-PACIFIC PETROLEUM PTE LTD’S BUNKER CRAFT OPERATOR LICENCE

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker craft operator licence of Inter-Pacific Petroleum Pte Ltd (“Inter-Pacific”) with effect from 15 October 2019. Inter-Pacific will not be allowed to operate as a bunker craft operator in the Port of Singapore.

2 As part of MPA’s ongoing efforts to ensure the integrity of bunkering in Singapore, checks were conducted on Inter-Pacific earlier this year. MPA’s checks and subsequent investigations revealed magnetic interferences affecting measurements of bunkers supplied in numerous Mass Flow Meter readings across Inter-Pacific’s fleet of bunker tankers. Inter-Pacific had also failed to ensure that its employees, including its cargo officers, comply with the terms and conditions of their licence.

3 As Inter-Pacific also holds a Bunker Supplier Licence issued by MPA, MPA is currently investigating Inter-Pacific for breaching the terms and conditions of the Bunker Supplier Licence.

4 MPA reminds all bunker licensees to adhere strictly to the terms and conditions of their licences. MPA will take firm action against any licensee who has acted in contravention of its licence(s), including the suspension or revocation of licence(s) licences where necessary.

5 Please contact Mr Chew Siu Keong at tel. no. 6325 2309 or email CHEW_Siu_Keong@mpa.gov.sg for any clarification.
CAPT DAKNASH GANASEN
SENIOR DIRECTOR (OPERATIONS & MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Mandatory Adoption of Mass Flow Metering System for Distillates Delivery in the Port of Singapore from 1 July 2019

This circular is to remind the maritime community on the mandatory adoption of MPA-approved Mass Flow Metering (MFM) system for all distillates\(^1\) bunker delivery in the Port of Singapore from **1 July 2019**. This requirement was first promulgated on 10 May 2018 via Port Marine Circular (PMC) No. 04 of 2018.

2 Since 1 January 2017, MPA has mandated the use of the MFM system for Marine Fuel Oil (MFO) delivery in the Port of Singapore. With effect from **1 July 2019**, it is also mandatory to use MPA-approved MFM system for all distillates bunker delivery. The delivered quantity of distillates to ocean-going ships stated in the Bunker Delivery Note shall be based on the bunker tanker’s MFM system as witnessed by the cargo officer, the chief engineer and bunker surveyor (if engaged).

3 All MPA licensed bunker suppliers, bunker craft operators, bunker surveying companies and bunker surveyors are reminded to adhere strictly to the terms and conditions of their bunker licences, and the requirements of the Technical Reference for Bunker Mass Flow Metering (TR 48:2015) for bunker delivery by MFM in the Port of Singapore. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

---
\(^1\) Distillates refer to fuel with Viscosity range between 1 and 120 cSt @ 40\(^\circ\) Celsius. These include Marine Gas Oil, Marine Diesel Oil, Low Sulphur Marine Gas Oil (0.1%), Ultra Low and Very Low Sulphur Fuel Oil that meets the 0.5% Sulphur requirements.
Please contact Mr Loh Yuanhe at tel. no. 6325 2308 or email loh_yuanhe@mpa.gov.sg for any clarification needed on this circular.

CAPT DAKNASH GANASEN
DIRECTOR (OPERATIONS & MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
GUIDELINES FOR PREVENTING POLLUTION DURING BUNKERING OPERATIONS

This circular supersedes Port Marine Circular No. 18 of 2008.

2 This circular is a reminder to all vessels that are supplying and receiving bunkers in the Port of Singapore. Bunkering related oil spills are generally due to operational lapses and could be prevented if all the necessary precautions are taken. Please observe the revised guidelines (ANNEX A) during bunkering operations.

3 MPA would also like to draw the attention of ship masters and bunker craft operators to Regulation 7 of the Prevention of Pollution of the Sea Act which states the following:

Prohibition of discharge of oil and oily mixtures from ships

7(1) If any discharge of oil or oily mixture occurs from a Singapore ship into any part of the sea or from any ship into Singapore waters, the master, the owner and the agent of the ship shall each be guilty of an offence and shall each be liable on conviction to a fine of not less than $1,000 and not more than $1 million or to imprisonment for a term not exceeding 2 years or to both.

4 To report any incidents related to bunkering operation including bunker oil pollution, please contact the MPA Marine Safety Control Centre (Tel: 6325-2488/2489, VHF Ch 07).
5 Any queries relating to this circular should be directed to either Capt Shawn Hoe (Tel: 6773-7401, email: shawn_hoe@mpa.gov.sg) or Mr Loh Yuanhe (Tel: 6325-2308, email: loh_yuanhe@mpa.gov.sg)

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
GUIDELINES TO BE OBSERVED BY BUNKER TANKERS AND RECEIVING VESSELS DURING BUNKERING OPERATIONS

1. Both bunker tanker and receiving vessel are to be securely moored taking into consideration the prevailing and expected sea/weather conditions. Moorings are to be tended to promptly throughout the entire operation.

2. The entire bunkering operation is to be supervised by a responsible person.

3. An effective and reliable communication line is to be used and agreed between both bunker tanker and receiving vessel. (Alternatively if the main communication fails on either ship, the agreed emergency signal is to be sounded and all bunkering operations are to be suspended immediately).

4. Prior to the commencement of bunkering operation, the maximum pumping rate and maximum pressure including starting and topping-up rate have to be agreed upon by both bunker tanker and receiving vessel.

5. The emergency shut-down procedure is to be agreed upon by both vessels prior to the commencement of bunkering operation.

6. The bunker hoses/arms are to be in good condition and properly rigged and securely connected.

7. Before commencement of bunkering operation, all overboard discharge scuppers are to be effectively plugged and drip trays of adequate size are to be placed in position.

8. The cargo and bunker connections when not in use are to be securely blanked off.

9. The sea and overboard discharge valves when not in use are to be closed and lashed.

10. During the entire bunkering operation, there should be sufficient personnel onboard in a state of readiness to deal with an emergency including the use of main engine for unmooring should the need arises.

11. During the entire operation, no other operation involving (internal) transfer of bunker in bulk is to be carried out onboard either vessel.

12. Fire-fighting, oil spill response equipment and dispersant are to be ready for immediate use.
13. A person should be in constant attendance at both the delivery and receiving hose connection during the bunkering operation.

14. A safe access between the bunker tanker and receiving vessel has to be provided.

15. Day/night signal is to be exhibited clearly.

16. In event of an oil spill, the Master, owner or agent shall inform the Marine Safety Control Centre immediately (Tel: 6325-2488/2489, VHF Ch 07) and comply with any instructions that may be given.

MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 12 of 2019

29 May 2019

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

MARITIME AND PORT AUTHORITY OF SINGAPORE REVOKES SOUTHERNPEC (SINGAPORE) PTE LTD’S BUNKER SUPPLIER LICENCE

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker supplier licence of Southernpec (Singapore) Pte Ltd (“Southernpec”), with effect from 29 May 2019. Southernpec will cease to operate as a bunker supplier in the Port of Singapore.

2 During a recent enforcement check, MPA found that Southernpec had failed to ensure that its employees comply with the terms and conditions of their licence. Its employees engaged in bunker malpractices, which include the use of magnets to interfere with the mass flow meter during bunkering operations. Its cargo officers also did not record the information in the bunkering documents accurately, which breached the terms and conditions of its bunker supplier licence.

3 MPA reminds all bunker licensees to adhere strictly to the terms and conditions of their licences. MPA will take firm action against any licensee who has acted in contravention of its licence(s), including the suspension or revocation of licence(s).

4 Please contact Mr Chew Siu Keong at tel. no. 6325 2309 or email CHEW_Siu_Keong@mpa.gov.sg for any clarification.

CAPT DAKNASH GANASEN
DIRECTOR (OPERATIONS & MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
PORT MARINE CIRCULAR
No. 11 OF 2019

16 May 2019

Shipping Community

RECEPTION FACILITIES FOR RESIDUES DISPOSAL ARISING FROM EXHAUST GAS CLEANING SYSTEMS (SCRUBBERS)

1 The Maritime and Port Authority of Singapore (MPA) would like to inform the shipping community that exhaust gas cleaning residues generated by ships are classified as Toxic Industrial Waste (TIW) under Singapore’s Environmental Public Health (Toxic Industrial Waste) Regulations.

2 Under the Environmental Public Health (Toxic Industrial Waste) Regulations, TIW must be collected and managed by licensed Toxic Industrial Waste Collectors (TIWCs). Ships that wish to dispose of exhaust gas cleaning residues in Singapore are required to engage a licensed TIWC for the collection and disposal of such residues.

3 A list of the licensed TIWCs can be found on the NEA website (link provided in Appendix). For ease of reference, a non-exhaustive list of licensed TIWCs that may be able to collect such residues can be found in the Appendix.

4 TIWCs can arrange for the residues to be offloaded in packaged form or in intermediate bulk container tanks directly to trucks and MPA licensed harbour craft for ships at berth and at anchorages, respectively.

5 For clarifications, please contact MPA’s Port Chemists at +65 6325 2428 or Hazmat@mpa.gov.sg.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
APPENDIX

List of NEA-licensed TIWCs:

For ease of reference, some licensed TIWCs (non-exhaustive list) that may be able to collect exhaust gas cleaning residues:

<table>
<thead>
<tr>
<th>S/N</th>
<th>Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aroma Chemical Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>6 Tuas View Lane, Singapore 637566</td>
</tr>
<tr>
<td></td>
<td>Tel: 68618591 / Fax: 68630578</td>
</tr>
<tr>
<td>2</td>
<td>Chem-Solv Technologies Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>29 Pioneer Sector 2, Singapore 628385</td>
</tr>
<tr>
<td></td>
<td>Tel: 68614277 / Fax: 68618151</td>
</tr>
<tr>
<td>3</td>
<td>Cramoil Singapore Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>4 Tuas View Lane, Singapore 637750</td>
</tr>
<tr>
<td></td>
<td>Tel: 68611101 / Fax: 68611131</td>
</tr>
<tr>
<td>4</td>
<td>ECO Special Waste Management Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>23 Tuas View Circuit</td>
</tr>
<tr>
<td></td>
<td>Singapore 637768 &amp; 21 Tuas View Circuit</td>
</tr>
<tr>
<td></td>
<td>Singapore 637358</td>
</tr>
<tr>
<td></td>
<td>Tel: 65173653 / Fax: 68637809</td>
</tr>
<tr>
<td>5</td>
<td>Fair Chem Industries Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>3 Tuas Avenue 11 Singapore 639069</td>
</tr>
<tr>
<td></td>
<td>Tel: 68653386 / Fax: 68628354</td>
</tr>
<tr>
<td>6</td>
<td>Huayang Technologies Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>30 Tuas View Loop, Singapore 637691</td>
</tr>
<tr>
<td></td>
<td>Tel: 68625318 / Fax: 68625618</td>
</tr>
<tr>
<td>7</td>
<td>Mencast Offshore &amp; Marine Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>42E Penjuru Road, Singapore 609161</td>
</tr>
<tr>
<td></td>
<td>Tel: 62689270 / Fax: 65468525</td>
</tr>
<tr>
<td>8</td>
<td>NSL Oilchem Waste Management Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>23 Tanjong Kling Road</td>
</tr>
<tr>
<td></td>
<td>Singapore 628049</td>
</tr>
<tr>
<td></td>
<td>Tel: 62654322 / Fax: 62658900</td>
</tr>
<tr>
<td></td>
<td>&amp; 10A Tuas Avenue 12 Singapore 639033</td>
</tr>
<tr>
<td></td>
<td>Tel: 68635270/71 / Fax: 68611928</td>
</tr>
<tr>
<td>9</td>
<td>Technochem Environmental Complex Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>23 Tuas Avenue 11, Singapore 639086</td>
</tr>
<tr>
<td></td>
<td>Tel: 68623130 / Fax: 68611873</td>
</tr>
<tr>
<td>10</td>
<td>Unifine Chemical Pte Ltd</td>
</tr>
<tr>
<td></td>
<td>156 Woodlands Industrial Park E, Singapore 757865</td>
</tr>
<tr>
<td></td>
<td>Tel: 63656565 / Fax: 63656655</td>
</tr>
</tbody>
</table>
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 10 of 2019

08 May 2019

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

MARITIME AND PORT AUTHORITY OF SINGAPORE REVOCKES SOUTHERNPEC (SINGAPORE) PTE LTD’S BUNKER CRAFT OPERATOR LICENCE

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker craft operator licence of Southernpec (Singapore) Pte Ltd (“Southernpec”), with effect from 08 May 2019. Southernpec will no longer be allowed to operate as a bunker craft operator in the Port of Singapore.

2 MPA’s investigations revealed that Southernpec had engaged in a bunker malpractice involving the use of a magnet during a bunkering operation. Southernpec had also failed to inform MPA on the appointment of its cargo officers to work on all the bunker craft operated by Southernpec.

3 As Southernpec also holds a Bunker Supplier Licence issued by MPA, MPA is currently investigating Southernpec for breaching the terms and conditions of the Bunker Supplier Licence.

4 MPA reminds all bunker licensees to adhere strictly to the terms and conditions of their licences. MPA takes a serious view of contraventions of the licence terms and conditions, and will suspend or revoke the relevant licences where necessary.

5 Please contact Mr Chew Siu Keong at tel. no. 6325 2309 or email CHEW_Siu_Keong@mpa.gov.sg for any clarification.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 08 OF 2019

08 APRIL 2019

Shipping Community
Harbour Craft Community
Pleasure Craft Community

PROHIBITED ANCHORING OUTSIDE DESIGNATED ANCHORAGES

The Maritime and Port Authority of Singapore (MPA) has published Port Marine Circular (PMC) No. 06 of 2019 to inform ship masters, owners, and agents of vessels of the Maritime and Port Authority of Singapore (Port Limits – Suspension) Notification 2019 that came into operation on 08 April 2019 at 0001hours.

2   MPA would like to remind ship masters, owners and agents of vessels operating in Singapore port waters that anchoring in all areas outside the designated anchorages is strictly prohibited. Pursuant to the Maritime and Port Authority of Singapore (Port) Regulations, offenders whose vessels are anchored outside the designated anchorages may, upon conviction, be liable for fines of up to $20,000 and $2,000 for every day or part of a day that the offence continues after conviction.

3   This circular suspends the effect of Port Marine Circular No. 11 of 2018 pending an agreement between the Government of the Republic of Singapore and the Government of Malaysia on the maritime boundary delimitation in the area surrounding the Johore Bahru port limits off Tanjung Piai and Singapore port limits off Tuas which is yet to be agreed upon by the Government of Malaysia and the Government of the Republic of Singapore under the Agreement between the Government of Malaysia and the Government of the Republic of Singapore to Delimit Precisely the Territorial Waters Boundary in Accordance with the Straits Settlements and Johore Territorial Waters Agreement 1927 done at Singapore on 7 August 1995.
For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
The Maritime and Port Authority of Singapore (MPA) has published Port Marine Circular No. 06 of 2019 to inform ship masters, owners, and agents of vessels of the Maritime and Port Authority of Singapore (Port Limits – Suspension) Notification 2019 that came into operation on 08 April 2019 at 0001 hours. This circular suspends the effect of Port Marine Circular No. 10 of 2018 pending an agreement between the Government of the Republic of Singapore and the Government of Malaysia on the maritime boundary delimitation in the area surrounding the Johore Bahru port limits off Tanjung Piai and Singapore port limits off Tuas which is yet to be agreed upon by the Government of Malaysia and the Government of the Republic of Singapore under the Agreement between the Government of Malaysia and the Government of the Republic of Singapore to Delimit Precisely the Territorial Waters Boundary in Accordance with the Straits Settlements and Johore Territorial Waters Agreement 1927 done at Singapore on 7 August 1995.

Pursuant to sections 10, 44 and 45 of the Maritime and Port Authority of Singapore Act (Cap. 170A) and regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby directs that with effect from 08 April 2019 at 0001 hours, all vessels to which this circular applies shall comply with the reporting procedures for vessels manoeuvring in port in Annex A.
3 Vessels are also reminded to comply with Port Marine Circular No. 10 of 2010. All power driven vessels irrespective of size will be required to be fitted with a working transponder as a port entry requirement.

4 For any enquiry, please contact the Port Operations Control Centre at Tel at +65 6325 2493 /4.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
ANNEX A

REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT

Application

The VHF radiotelephone reporting procedures for vessels manoeuvring in port shall apply to:

(a) vessels of 300 GT and above;
(b) tugs engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT and above;
(c) all passenger vessels;
(d) vessels of 30m or more in length;
(e) vessels of 30m or more in height; and
(f) all vessels navigating through the port waters in the West Johor Strait reporting sector without calling at the Singapore port

Reporting Sectors

2 East Johor Strait, Keppel Harbour, Cruise Bay, Sinki, Pasir Panjang, West Jurong, West Johor Strait, Eastern and Western Sectors are designated as reporting sectors. The geographical boundaries of the sectors are described in Appendix 1 and shown in the attached Chartlet in Appendix 6. Vessel intending to enter, move within or leave a reporting sector shall first call on the appropriate control station and obtain permission to conduct the manoeuvre.

Control Stations

3 For the purpose of VHF radiotelephone reporting by vessels manoeuvring in port, the port water is divided into 9 sectors. Each sector has a control station operating on a designated VHF Channel. The designated VHF Channels for the sectors are listed in the table below:

<table>
<thead>
<tr>
<th>Reporting Sectors</th>
<th>Control Stations</th>
<th>Designated VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Johor Strait Sector</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Keppel Harbour Sector</td>
<td>Keppel Control</td>
<td>18</td>
</tr>
<tr>
<td>Cruise Bay Sector</td>
<td>Cruise Bay Control</td>
<td>5</td>
</tr>
<tr>
<td>Sinki Sector</td>
<td>Sinki Control</td>
<td>68</td>
</tr>
<tr>
<td>Pasir Panjang Sector</td>
<td>Pasir Panjang Control</td>
<td>25</td>
</tr>
<tr>
<td>West Jurong Sector</td>
<td>Jurong Control</td>
<td>22</td>
</tr>
<tr>
<td>West Johor Strait Sector</td>
<td>Jurong Control</td>
<td>22 ¹</td>
</tr>
</tbody>
</table>

¹ If VHF is not available onboard, report is to be made via telephone to Port Operations Control Centre at +65 6325 2493 /4.
Types of Reports

4 There are 4 types of reports, namely, Channel Information Report, Arrival Report, Underway Report and West Johor Strait Sector Report. Depending on the sector in which a vessel is in, every report shall be made to the appropriate control station.

5 All reports made to the designated control stations shall be in English. Timings shall be provided in local time following the 24-hour standard format.

6 The height of vessel refers to the height (in metres) measured vertically from the water-line of the vessel to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures on board, the highest point shall be the maximum height attainable by these structures when fully extended, if such extended height exceeds the height of its cargo, or fixed structures or equipment.

(a) Channel Information Report

(i) This report shall be made by an arriving vessel prior to entering the port or a vessel intending to move within or leave the port. The report shall be made to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) The report shall contain the following information:

- name or callsign of vessel
- vessel's draft
- present location, i.e. position when entering port limit
- destination, i.e. new location in port or bound for sea
- height
- remarks, if any

(iii) For a vessel intending to enter, move within or leave a reporting sector, it shall obtain permission from the control station before conducting the manoeuvre.

(iv) Before proceeding to or departing from a terminal, a vessel shall comply with the guidelines in Appendix 2.

(b) Arrival Report

(i) This report shall be made by a vessel when it has arrived at the
destination in port. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) For a vessel arriving at a terminal, the report shall contain the following information:

- *name or callsign of vessel*
- *arrival date and time*
- *name of the berth and terminal*

(iii) For a vessel arriving at an anchorage, the report shall contain the following information:

- *name or callsign of vessel*
- *arrival date and time*
- *name of the anchorage*
- *bearing and distance of the vessel from one of the position reference points listed in Appendix 3.*

*Note: Every vessel at anchor is required to maintain a continuous listening watch on the appropriate VHF Channel.**

(c) **Underway Report**

(i) This report shall be made by a vessel when it is underway in a channel after leaving an anchorage or a berth, as well as when it passes abeam of the points listed in Appendix 4. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) The underway report shall contain the following information:

- *name or callsign of vessel*
- *present location e.g. abeam of NE Corridor Buoy*

(iii) Every vessel when underway shall maintain a continuous listening watch on the VHF Channel that is designated for the sector the vessel is in.

(iv) Vessels are advised to keep additional listening watch on VHF Channel 16.

(d) **West Johor Strait Sector Report**

(i) This report shall be made by a vessel prior to entering and leaving the West Johor Strait reporting sector.
(ii) The report shall contain the following information:

- name or callsign of vessel
- vessel's draft
- present location, i.e. position when entering port limit
- destination, i.e. new location in port or bound for sea
- height
- remarks, if any

7 A summary of the above reporting procedures is tabulated in Appendix 5 for quick reference.
# Eastern Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latitude</td>
<td>Longitude</td>
<td></td>
</tr>
<tr>
<td>1a.</td>
<td>1°20.313'N, 104°01.514'E</td>
<td>Point 1a shared with 9f</td>
</tr>
<tr>
<td>1b.</td>
<td>1°19.997'N, 104°02.693'E</td>
<td>Point 1b shared with 9e</td>
</tr>
<tr>
<td>1c.</td>
<td>1°19.997'N, 104°03.060'E</td>
<td>Point 1c shared with 9d</td>
</tr>
<tr>
<td>1d.</td>
<td>1°18.783'N, 104°04.258'E</td>
<td>Point 1d shared with 9c</td>
</tr>
<tr>
<td>1e.</td>
<td>1°17.449'N, 104°05.206'E</td>
<td>Point 1e shared with 9b</td>
</tr>
<tr>
<td>1f.</td>
<td>1°12.396'N, 103°51.397'E</td>
<td>Point 1f shared with 4g</td>
</tr>
<tr>
<td>1g.</td>
<td>1°12.898'N, 103°50.963'E</td>
<td>Point 1g shared with 4f</td>
</tr>
<tr>
<td>1h.</td>
<td>1°13.331'N, 103°50.592'E</td>
<td>Point 1h shared with 4e</td>
</tr>
<tr>
<td>1i.</td>
<td>1°13.729'N, 103°50.371'E</td>
<td>Point 1i shared with 4d</td>
</tr>
<tr>
<td>1n.</td>
<td>1°15.409'N, 103°51.727'E</td>
<td>Point 1n shared with 2e</td>
</tr>
<tr>
<td>1p.</td>
<td>1°16.200'N, 103°51.777'E</td>
<td>Point 1p shared with 2c</td>
</tr>
</tbody>
</table>

# Keppel Harbour Sector

<table>
<thead>
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<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Latitude</td>
<td>Longitude</td>
<td></td>
</tr>
<tr>
<td>2a.</td>
<td>1°15.614'N, 103°49.467'E</td>
<td></td>
</tr>
<tr>
<td>2b.</td>
<td>1°15.787'N, 103°49.452'E</td>
<td></td>
</tr>
<tr>
<td>2c.</td>
<td>1°16.200'N, 103°51.777'E</td>
<td></td>
</tr>
<tr>
<td>2d.</td>
<td>1°15.701'N, 103°52.126'E</td>
<td></td>
</tr>
<tr>
<td>2e.</td>
<td>1°15.409'N, 103°51.727'E</td>
<td></td>
</tr>
<tr>
<td>2f.</td>
<td>1°15.037'N, 103°51.766'E</td>
<td></td>
</tr>
<tr>
<td>2g.</td>
<td>1°15.122'N, 103°50.900'E</td>
<td></td>
</tr>
<tr>
<td>2h.</td>
<td>1°15.191'N, 103°50.785'E</td>
<td></td>
</tr>
<tr>
<td>2i.</td>
<td>1°15.237'N, 103°50.541'E</td>
<td></td>
</tr>
<tr>
<td>2j.</td>
<td>1°15.407'N, 103°50.420'E</td>
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# Cruise Bay Sector

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<td>3a.</td>
<td>1°15.580'N, 103°48.403'E</td>
<td>Point 3a shared with 4a &amp; 6e</td>
</tr>
<tr>
<td>3b.</td>
<td>1°15.743'N, 103°48.312'E</td>
<td>Point 3b shared with 6f</td>
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</table>
hence along the coastline
| 3a | 1°15.580'N, 103°48.403'E | |
### Western Sector

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<tr>
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<td>1°15.580'N, 103°48.403'E</td>
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</tr>
<tr>
<td>4b.</td>
<td>1°14.270'N, 103°49.955'E</td>
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</tr>
<tr>
<td>4c.</td>
<td>1°13.984'N, 103°50.181'E</td>
<td></td>
</tr>
<tr>
<td>4d.</td>
<td>1°13.729'N, 103°50.371'E</td>
<td></td>
</tr>
<tr>
<td>4e.</td>
<td>1°13.331'N, 103°50.592'E</td>
<td></td>
</tr>
<tr>
<td>4f.</td>
<td>1°12.898'N, 103°50.963'E</td>
<td></td>
</tr>
<tr>
<td>4g.</td>
<td>1°12.396'N, 103°51.397'E</td>
<td></td>
</tr>
<tr>
<td>4h.</td>
<td>1°11.541'N, 103°40.845'E</td>
<td>Point 4h shared with 5f</td>
</tr>
<tr>
<td>4i.</td>
<td>1°13.969'N, 103°44.427'E</td>
<td>Point 4i shared with 5e</td>
</tr>
<tr>
<td>4j.</td>
<td>1°14.199'N, 103°44.976'E</td>
<td>Point 4j shared with 5d</td>
</tr>
<tr>
<td>4k.</td>
<td>1°14.465'N, 103°45.786'E</td>
<td>Point 4k shared with 5c &amp; 6c</td>
</tr>
<tr>
<td>4l.</td>
<td>1°14.345'N, 103°47.118'E</td>
<td>Point 4l shared with 6d</td>
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</table>

### Sinki Sector

<table>
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<th>Remarks</th>
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<tbody>
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<tr>
<td>5a.</td>
<td>1°16.381'N, 103°44.406'E</td>
<td>Point 5a shared with 6a</td>
</tr>
<tr>
<td>5b.</td>
<td>1°15.585'N, 103°45.472'E</td>
<td>Point 5b shared with 6b</td>
</tr>
<tr>
<td>5c.</td>
<td>1°14.465'N, 103°45.786'E</td>
<td></td>
</tr>
<tr>
<td>5d.</td>
<td>1°14.199'N, 103°44.976'E</td>
<td></td>
</tr>
<tr>
<td>5e.</td>
<td>1°13.969'N, 103°44.427'E</td>
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</tr>
<tr>
<td>5f.</td>
<td>1°11.541'N, 103°40.845'E</td>
<td></td>
</tr>
<tr>
<td>5g.</td>
<td>1°12.099'N, 103°39.208'E</td>
<td>Point 5g shared with 7b</td>
</tr>
<tr>
<td>5h.</td>
<td>1°13.359'N, 103°40.399'E</td>
<td>Point 5h shared with 7a</td>
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### Pasir Panjang Sector

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<th>Position</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td>6a.</td>
<td>1°16.381'N, 103°44.406'E</td>
<td></td>
</tr>
<tr>
<td>6b.</td>
<td>1°15.585'N, 103°45.472'E</td>
<td></td>
</tr>
<tr>
<td>6c.</td>
<td>1°14.465'N, 103°45.786'E</td>
<td></td>
</tr>
<tr>
<td>6d.</td>
<td>1°14.345'N, 103°47.118'E</td>
<td></td>
</tr>
<tr>
<td>6e.</td>
<td>1°15.580'N, 103°48.403'E</td>
<td></td>
</tr>
<tr>
<td>6f.</td>
<td>1°15.743'N, 103°48.312'E</td>
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### West Jurong Sector

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<th>Remarks</th>
</tr>
</thead>
<tbody>
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<td></td>
</tr>
<tr>
<td>7a.</td>
<td>1°13.359'N, 103°40.399'E</td>
<td></td>
</tr>
<tr>
<td>7b.</td>
<td>1°12.099'N, 103°39.208'E</td>
<td></td>
</tr>
<tr>
<td>7c.</td>
<td>1°12.835'N, 103°36.342'E</td>
<td>Point 7c shared with 8b</td>
</tr>
<tr>
<td>7d.</td>
<td>1°13.359'N, 103°36.344'E</td>
<td>Point 7d shared with 8a</td>
</tr>
</tbody>
</table>

### West Johor Strait Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
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<td></td>
</tr>
<tr>
<td>8a.</td>
<td>1°13.359'N, 103°36.344'E</td>
<td></td>
</tr>
<tr>
<td>8b.</td>
<td>1°12.835'N, 103°36.342'E</td>
<td></td>
</tr>
<tr>
<td>8c.</td>
<td>1°12.908'N, 103°36.071'E</td>
<td>hence along the Singapore port limit between Singapore &amp; Malaysia, along the Causeway and then along the coastline</td>
</tr>
<tr>
<td>8a</td>
<td>1°13.359'N, 103°36.344'E</td>
<td></td>
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### East Johor Strait Sector

<table>
<thead>
<tr>
<th>Point</th>
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<th>Remarks</th>
</tr>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9a</td>
<td>1°17.788'N, 104°07.150'E</td>
<td></td>
</tr>
<tr>
<td>9b</td>
<td>1°17.449'N, 104°05.206'E</td>
<td></td>
</tr>
<tr>
<td>9c</td>
<td>1°18.783'N, 104°04.258'E</td>
<td></td>
</tr>
<tr>
<td>9d</td>
<td>1°19.997'N, 104°03.060'E</td>
<td></td>
</tr>
<tr>
<td>9e</td>
<td>1°19.997'N, 104°02.693'E</td>
<td></td>
</tr>
<tr>
<td>9f</td>
<td>1°20.313'N, 104°01.514'E</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>hence along the coastline, along the causeway and then, along the Singapore port limit</td>
</tr>
<tr>
<td>9a</td>
<td>1°17.788'N, 104°07.150'E</td>
<td></td>
</tr>
</tbody>
</table>
GUIDELINES FOR VESSELS PROCEEDING TO OR DEPARTING FROM A TERMINAL IN A REPORTING SECTOR

1 Before proceeding to a terminal and prior to entering the reporting sector, the master of the vessel shall ensure that:

(a) the berth at the terminal or shipyard is clear from obstructions and that adequate personnel are available to assist the vessel during the berthing;

(b) the tug(s) where applicable are in position to assist the vessel;

(c) the VHF working channel for berthing has been agreed and tested;

(d) the vessel’s navigational equipment/steering gear including the ship’s whistle are tested; and

(e) any other precautions deemed necessary for the safe navigation and berthing of the vessel are observed.

2 Before unberthing at a terminal within a reporting sector, the master of the vessel shall ensure that:

(a) it is in a state of readiness to proceed out;

(b) the tugs (s) are made fast to the vessel;

(c) the vessel’s navigational equipment /steering gear including the ship’s whistle is tested;

(d) the VHF equipment is in good working condition;

(e) for inter-terminal or inter-shipyard movement, the other berth is safe and ready to receive the vessel; and

(f) any other precautions deemed necessary for the safe unberthing and navigation of the vessel are observed.

3 Masters of vessels navigating within a reporting sector are reminded of the following:

(a) to keep a proper look-out for other vessels that may also be manoeuvring within the area;

(b) to keep as near to the outer limit of the fairway which lies on her starboard side where it is safe and practicable;
(c) to proceed at a safe speed at all times;

(d) to comply with the International Regulations for Preventing Collisions at Sea 1972 as amended; and

(e) that anchoring is prohibited except in the case of emergency to avoid immediate danger.
## Position Reference Points for Arrival Report in the Anchorage

<table>
<thead>
<tr>
<th>Names of Anchorages</th>
<th>Reference Points</th>
<th>Reference Marks</th>
<th>Reporting Stations</th>
<th>VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>East Johor Strait</strong></td>
<td>Lat 01° 17.9'N Long 104° 05.9'E</td>
<td>Eastern Buoy</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Changi General Purpose Anchorage</td>
<td></td>
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<tr>
<td>Changi Barge Temporary Holding Anchorage</td>
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<tr>
<td><strong>Eastern Sector</strong></td>
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</tr>
<tr>
<td>Eastern Bunkering A Anchorage</td>
<td>Lat 01°17.9'N Long 103° 54.3'E</td>
<td>Amber Beacon</td>
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<td>12</td>
</tr>
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<td>Man-of -War Anchorage</td>
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<td>Eastern Bunkering B Anchorage</td>
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<tr>
<td>Eastern Bunkering C Anchorage</td>
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<tr>
<td>Small Craft A</td>
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<tr>
<td>Small Craft B</td>
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<tr>
<td>Eastern Petroleum A Anchorage</td>
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<tr>
<td>Eastern Petroleum B Anchorage</td>
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<tr>
<td>Eastern Petroleum C Anchorage</td>
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<tr>
<td>Eastern Special Purpose A Anchorage</td>
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<td>Eastern Anchorage</td>
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<tr>
<td>Eastern Holding A Anchorage</td>
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<td>Eastern Holding B Anchorage</td>
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<tr>
<td>Eastern Holding C Anchorage</td>
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<tr>
<td><strong>Western Sector</strong></td>
<td></td>
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</tr>
<tr>
<td>Western Quarantine and Immigration</td>
<td>Lat 01°15.5'N Long 103° 48.49'E</td>
<td>Rimau Beacon</td>
<td>West Control</td>
<td>68</td>
</tr>
<tr>
<td>Western Petroleum “B” Anchorage</td>
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<td></td>
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<tr>
<td>Western Petroleum “A” Anchorage</td>
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<tr>
<td>Western Anchorage</td>
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<tr>
<td>Western Holding Anchorage</td>
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<td>Selat Pauh Anchorage</td>
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<tr>
<td>Selat Pauh Petroleum</td>
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<tr>
<td>Raffles Reserved Anchorage</td>
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<tr>
<td>Raffles Petroleum</td>
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<tr>
<td>Sudong Explosives Anchorage</td>
<td>Lat 01° 14.4'N Long 103°38.9'E</td>
<td>Sultan Sh Lt Ho</td>
<td></td>
<td></td>
</tr>
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<td>Sudong Special Purpose Anchorage</td>
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<td>Sudong Holding Anchorage</td>
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<tr>
<td>Sudong Petroleum Holding</td>
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<tr>
<td><strong>West Jurong Sector</strong></td>
<td>Lat 01° 14.4'N Long 103°38.9'E</td>
<td>Sultan Sh Lt Ho</td>
<td>Jurong Control</td>
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<td>Very Large Crude Carrier Anchorage</td>
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**REPORTING POINTS FOR UNDERWAY REPORT**

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>REPORTING POINTS</th>
<th>POSITIONS</th>
<th>LOCATIONS</th>
<th>REPORTING POINTS</th>
<th>POSITIONS</th>
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<tr>
<td>Changi Naval Base Corridor</td>
<td>Airway Buoy</td>
<td>01° 17.65’N 104° 01.09’E</td>
<td>East Jurong Channel</td>
<td>Cyrene Beacon</td>
<td>01° 15.30’N 103° 45.54’E</td>
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<td></td>
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<td>East Cyrene Buoy</td>
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<td>Pusing Buoy</td>
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<tr>
<td>Ferry Corridor</td>
<td>Padang Buoy</td>
<td>01° 17.49’N 103° 58.98’E</td>
<td>Sinki Fairway /Banyan Basin</td>
<td>Serebut Bn</td>
<td>01° 14.83’N 103° 42.09’E</td>
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<tr>
<td></td>
<td></td>
<td></td>
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<td>Sawa Buoy</td>
<td>01° 15.35’N 103° 44.05’E</td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td>Salu Buoy</td>
<td>01° 12.61’N 103° 40.63’E</td>
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</tr>
<tr>
<td>Eastern Fairway /Eastern Corridor</td>
<td>Forward Buoy</td>
<td>01° 16.12’N 103° 56.01’E</td>
<td>Temasek Fairway</td>
<td>Temasek Buoy</td>
<td>01° 14.02’N 103° 39.39’E</td>
</tr>
<tr>
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<td>NE Corridor Buoy</td>
<td>01° 15.43’N 103° 53.81’E</td>
<td></td>
<td>Tuas View Buoy</td>
<td>01° 15.89’N 103° 38.49’E</td>
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<tr>
<td>East Keppel Fairway</td>
<td>Ro-Ro Buoy</td>
<td>01° 15.91’N 103° 51.45’E</td>
<td>Pesek Basin</td>
<td>Anak Pulau Buoy</td>
<td>01° 17.61’N 103° 41.95’E</td>
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<td>Outer Shoal Bn</td>
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<tr>
<td>Buran Channel</td>
<td>E Buran Buoy</td>
<td>01° 14.64’N 103° 50.96’E</td>
<td>West Jurong Channel</td>
<td>Triton Buoy</td>
<td>01° 16.39’N 103° 39.41’E</td>
</tr>
<tr>
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<td>W Buran Buoy</td>
<td>01° 14.64’N 103° 50.96’E</td>
<td></td>
<td>Tuas Channel</td>
<td>01° 16.96’N 103° 39.35’E</td>
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<tr>
<td>Southern Fairway</td>
<td>Tembakul Bn</td>
<td>01° 13.34’N 103° 51.78’E</td>
<td>Raffles Reserved Anchorage</td>
<td>Senang Buoy</td>
<td>01° 10.41’N 103° 44.99’E</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>Sisters Fairway</td>
<td>Palawan Bn</td>
<td>01° 14.97’N 103° 48.89’E</td>
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<td></td>
<td>Selegi Beacon</td>
<td>01° 13.56’N 103° 49.59’E</td>
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</tr>
<tr>
<td>Jong Fairway</td>
<td>Sisters Buoy</td>
<td>01° 12.98’N 103° 48.25’E</td>
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<tr>
<td></td>
<td>Sebarok Bn</td>
<td>01° 13.58’N 103° 49.59’E</td>
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</tr>
<tr>
<td>West Keppel Fairway</td>
<td>Rimau Beacon</td>
<td>01° 115.59’N 103° 48.39’E</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

*Note: Buoys and beacons in close proximity of anchorages or berths are used as reporting points*
# Appendix 5

## Reporting Procedures for Vessels Manoeuvring in Port

<table>
<thead>
<tr>
<th>Types of Reports</th>
<th>Categories of Vessels Required to Report</th>
<th>Reporting Points</th>
<th>Control Stations</th>
<th>Designated VHF Channels</th>
<th>Information to Be Reported</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Channel Information Report</strong></td>
<td>Passenger vessel</td>
<td>Arriving vessels prior to entering the port or a vessel intending to move within or leave the port</td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, present location, destination in port, next port, draft, height, remarks if any.</td>
</tr>
<tr>
<td></td>
<td>Vessel of 300 GT and above</td>
<td></td>
<td>Keppel Control</td>
<td>VHF Ch 18</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Cruise Bay Control</td>
<td>VHF Ch 5</td>
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<td></td>
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<td></td>
<td>Pasir Panjang Control</td>
<td>VHF Ch 25</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Sinki Control</td>
<td>VHF Ch 68</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tug engaged in towing or pushing if combined GT of tug/tow is 300 GT and above</td>
<td></td>
<td>Jurong Control</td>
<td>VHF Ch 22</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vessel of 30m or more in length or 30m or more in height</td>
<td></td>
<td>West Control</td>
<td>VHF Ch 68</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sembawang Control</td>
<td>VHF Ch 25</td>
<td></td>
</tr>
<tr>
<td><strong>Arrival Report</strong></td>
<td>When a vessel has arrived at the destination in port</td>
<td></td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, arrival date and time, name of the berth or anchorage. For reporting of anchorage position the bearing and distance from one of the reference points Amber Bn, Rimau Bn, Sultan Shoal Lt Ho or Eastern Buoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Keppel Control</td>
<td>VHF Ch 18</td>
<td></td>
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<tr>
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<td>Cruise Bay Control</td>
<td>VHF Ch 5</td>
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<td>Pasir Panjang Control</td>
<td>VHF Ch 25</td>
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<td>Sinki Control</td>
<td>VHF Ch 68</td>
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<td></td>
<td>Jurong Control</td>
<td>VHF Ch 22</td>
<td></td>
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<td></td>
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<td></td>
<td>West Control</td>
<td>VHF Ch 68</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>Sembawang Control</td>
<td>VHF Ch 21</td>
<td></td>
</tr>
<tr>
<td><strong>Underway Report</strong></td>
<td>When a vessel is underway in a channel after leaving an anchorage or a berth, as well as when it passes abeam</td>
<td>To the appropriate Control Station (see para 3 of Annex A of this circular for details)</td>
<td>Jurong Control Station</td>
<td>VHF Channel 22 or if VHF is not available onboard, report is to be made via telephone to the Port Operations Control Centre at +65 6325 2493 /4.</td>
<td>Name of vessel or callsign, present location</td>
</tr>
<tr>
<td><strong>West Johor Strait Sector Report</strong></td>
<td>All vessels regardless of GT</td>
<td>When a vessel enters or leaves the West Johor Strait reporting sector</td>
<td>Jurong Control Station</td>
<td>VHF Channel 22 or if VHF is not available onboard, report is to be made via telephone to the Port Operations Control Centre at +65 6325 2493 /4.</td>
<td>Name of vessel or callsign, present location, destination in port, next port, draft, height, remarks if any.</td>
</tr>
</tbody>
</table>
Note:
The Port Limits are plotted with reference to Singapore Government Gazette No. S 301/2019 published on 7 April 2019. This Chartlet is for illustration only and must not be used for navigation.
The Maritime and Port Authority of Singapore (MPA) would like to draw the attention of ship masters, owners and agents of vessels to the Maritime and Port Authority of Singapore (Port Limits - Suspension) Notification 2019 that came into operation on 08 April 2019 at 0001hours. A copy of the Notification is attached as Annex A.

2 This circular suspends the effect of Port Marine Circular No. 09 of 2018 pending an agreement between the Government of the Republic of Singapore and the Government of Malaysia on the maritime boundary delimitation in the area surrounding the Johore Bahru port limits off Tanjung Piai and Singapore port limits off Tuas which is yet to be agreed upon by the Government of Malaysia and the Government of the Republic of Singapore under the Agreement between the Government of Malaysia and the Government of the Republic of Singapore to Delimit Precisely the Territorial Waters Boundary in Accordance with the Straits Settlements and Johore Territorial Waters Agreement 1927 done at Singapore on 7 August 1995.

3 During this suspension, the port limits are as depicted in the chartlet attached as Annex B.
For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
In exercise of the powers conferred by section 3(1) of the Maritime and Port Authority of Singapore Act, the Minister for Transport, after consultation with the Maritime and Port Authority of Singapore, makes the following Notification:

**Citation and commencement**

1. This Notification is the Maritime and Port Authority of Singapore (Port Limits — Suspension) Notification 2019 and comes into operation on 8 April 2019 at 12.01 a.m.

**Suspension of Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018**

2. Items (3A), (3B) and (3C) of the Schedule to the Maritime and Port Authority of Singapore (Port Limits) Notification 2010 (G.N. No. S 215/2010) are suspended pending an agreement between the Government of the Republic of Singapore and the Government of Malaysia on the maritime boundary delimitation in
the area surrounding the Johore Bahru port limits off Tanjung Piai and Singapore port limits off Tuas which is yet to be agreed upon by the Government of Malaysia and the Government of the Republic of Singapore under the 1995 Agreement.

**Definition**


Made on 7 April 2019.

LOH NGAI SENG  
*Permanent Secretary,*  
*Ministry of Transport,*  
*Singapore.*

[M.479.5.001.0.40; AG/LEGIS/SL/170A/2015/14 Vol. 1]
Note:
The Port Limits are plotted with reference to Singapore Government Gazette No. S 301/2019 published on 7 April 2019. This Chartlet is for illustration only and must not be used for navigation.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 05 OF 2019

02 April 2019

Shipping Community
Harbour Craft Community
Pleasure Craft Community

CHANGES TO THE FOURTH AND FIFTH SCHEDULES OF THE STRATEGIC GOODS (CONTROL) REGULATIONS (SGCR)

The Singapore Customs has reviewed and updated the Fourth and Fifth Schedules of the Strategic Goods (Control) Regulations (SGCR). The changes affect the list of items requiring mandatory transhipment and transit permits.

2 The Singapore Customs’ Circular, Circular No: 04/2019, is attached as Appendix 1.

3 Any queries relating to this circular should be directed in writing to Singapore Customs at customs_stgc@customs.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Circular No: 04/2019
25 Feb 2019

Traders and Declaring Agents

Dear Sir/Madam

**CHANGES TO THE LIST OF ITEMS REQUIRING MANDATORY TRANSHIPMENT AND TRANSIT PERMITS UNDER THE FOURTH AND FIFTH SCHEDULES OF THE STRATEGIC GOODS (CONTROL) REGULATIONS (SGCR)**

As part of our continuous efforts to enhance Singapore’s strategic goods control system, Singapore Customs has reviewed the Fourth and Fifth Schedules of the Strategic Goods (Control) Regulations (SGCR).

2. We would like to inform that the Fourth and Fifth Schedules of the SGCR have been updated to include new items. The changes will take effect from **1 May 2019**. We have listed the category codes of these new items in **ANNEX A**. Please refer to the Fourth and Fifth Schedules of the SGCR for the full list of items (by their category codes) where permit exemptions under Regulation 13(2) of the SGCR do not apply. If you wish to refer to the detailed item descriptions of these category codes, you may refer to the Strategic Goods (Control) Order 2018 at: sso.agc.gov.sg.

3. We would also like to remind you that strategic goods permits are also required if the goods you are transhipping or bringing in transit are not listed under the Fourth and Fifth Schedules of the SGCR but are known, suspected or that you have been informed that they are intended or likely to be used, wholly or in part, for or in connection with the production or development of Weapons of Mass Destruction.

4. In addition, you need to observe any other controls and prohibitions made under other domestic legislations including the prohibitions made under the Regulation of Imports and Exports Regulations that gives effect to the United Nations Security Council Resolutions.

5. You are also reminded that under Regulation 3 of the SGCR, the person who transfers the strategic goods or issues the through bill of lading or through air waybill, or the person acting on his behalf, should ensure that a permit application is submitted at least 5 working days prior to shipment date (from Singapore) for single-use permit and at least 2 months in advance for bulk permits with a complete set of supporting documents for the transfer of strategic goods. This would allow ample time for assessment by Singapore Customs and avoid last minute shipment delays.
If you have any further enquiries, clarifications or feedback, please email to customs_stgc@customs.gov.sg.

Yours faithfully

Fauziah A. Sani
Head Trade Strategy & Security
for Director-General of Customs
Singapore Customs

(This is a computer-generated circular. No signature is required.)

We hope that this circular has been written in a way that is clear to you. If not, please let us have suggestions on how to improve this circular at customs_stgc@customs.gov.sg.
## ANNEX A

### ADDITIONAL CATEGORY CODES LISTED UNDER THE FOURTH AND FIFTH SCHEDULES UNDER REGULATION 13 (2) OF THE STRATEGIC GOODS (CONTROL) REGULATIONS (SGCR)

#### i. FOURTH SCHEDULE

<table>
<thead>
<tr>
<th>Goods specified in the following Category Codes in <em>Division 2 of Part II</em> of the Schedule to the Strategic Goods (Control) Order:</th>
<th>ADDITIONAL CATEGORY CODES FOR THE FOURTH SCHEDULE (GOODS THE TRANSHIPMENT OF WHICH THE EXEMPTION UNDER REGULATION 13(2)(a) DOES NOT APPLY)</th>
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<td>1B101</td>
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### ii. FIFTH SCHEDULE

**ADDITIONAL CATEGORY CODES FOR THE FIFTH SCHEDULE (GOODS THE BRINGING IN TRANSIT OF WHICH THE EXEMPTION UNDER REGULATION 13(2)(a) DOES NOT APPLY)**

<table>
<thead>
<tr>
<th>Goods specified in the following Category Codes in <em>Division 2 of Part I</em> of the Schedule to the Strategic Goods (Control) Order:</th>
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<td>6A107</td>
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<td>7A101</td>
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<tr>
<td>9C110</td>
<td></td>
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</tbody>
</table>
Extract of Regulation 13(2) of the SGCR:

Exemption

13. - (2) Section 5(1)(a) shall not apply to —

(a) the transhipment of any goods listed in Parts 1 and 2 of the Schedule to the SG Order, other than those specified in the Fourth Schedule, if —
   (i) the goods are taken into one or more free trade zones immediately after they have been brought into Singapore;
   (ii) the goods remain at all times in a free trade zone, or remain in 2 or more free trade zones except when the goods are being transferred from one free trade zone to another, before they are brought out of Singapore; and
   (iii) the total period in which they remain in the free trade zone or free trade zones is no more than —
      (A) 45 days if they are brought into Singapore by water; or
      (B) 21 days if they are brought into Singapore by air; or

(b) the bringing in transit of any goods listed in Parts 1 and 2 of the Schedule to the SG Order, other than those specified in the Fifth Schedule, if the period in which the goods remain in transit is no more than —
   (i) 45 days if they are brought into Singapore by water;
   or
   (ii) 21 days if they are brought into Singapore by air.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 03 OF 2019

13 March 2019

Shipping Community
Harbour Craft Community
Pleasure Craft Community

REPORTING PROCEDURES FOR SHIPS TRANSITING WESTERN SINGAPORE PORT LIMITS

The Maritime and Port Authority of Singapore (MPA) had earlier published Port Marine Circular (PMC) No. 9 of 2018 to inform ship masters and owners of the revisions to the port limits that entered into force on 6 December 2018, under the Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018.

MPA would further like to draw the attention of ship masters and owners of vessels to Port Circular No. 7/2019 dated 25 February 2019, issued by the Director of Marine, Marine Department Malaysia, Southern Region (“MMD PC 7/2019”). MMD PC 7/2019 refers to the purportedly extended port limits for Malaysia’s Johor Bahru Port which encroach into Singapore’s territorial waters and Singapore’s revised port limits. MMD PC 7/2019 further purports to regulate marine traffic in these purportedly extended port limits. Ship masters and owners of vessels should disregard MMD PC 7/2019 which impinges on Singapore’s sovereignty.

MPA would like to remind ship masters and owners of vessels to comply with the reporting procedures for vessels manoeuvring within Singapore’s port as published in MPA’s PMC No. 10 of 2018 dated 18 December 2018. In particular, all vessels transiting Singapore’s port waters off Tuas are required to report their movements to and obtain permission from Jurong Control via VHF Channel 22.
For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
PORT MARINE CIRCULAR
No. 02 OF 2019

21 January 2019

Shipping Community

MARITIME AND PORT AUTHORITY OF SINGAPORE (DANGEROUS GOODS, PETROLEUM AND EXPLOSIVES) REGULATIONS 2005 – WEIGHT LIMITATION OF DANGEROUS GOODS

1 This Port Marine Circular shall supersede Port Marine Circular No. 13 of 2005 dated 25 May 2005.

2 With effect from 1 January 2019, the Notification relating to the Weight Limitation of Dangerous Goods is amended by the Notification relating to the Weight Limitation of Dangerous Goods (G.N. No. 3474/2018) published on 28 December 2018 (the “Notification”). The key amendments relate to the revision of existing weight limitations of dangerous goods imposed at PSA Pasir Panjang container berths (P01-P41) and the inclusion of weight limitations of dangerous goods for the new berths at the PSA Jurong Island Terminal (G01-G02) as set out in Table 2A of the Notification (G.N. No. 3474/2018).

3 In addition, with regard to cargoes containing ammonium nitrate or ammonium nitrate fertilizers under IMO Class 5.1, pursuant to regulation 42 of the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 2005 (the “Regulations”), the Maritime and Port Authority of Singapore (the “Authority”) requires that the said cargoes be packed in containers.

4 Further to paragraph 3 of this Port Marine Circular and pursuant to regulation 40(1)(c) of the Regulations, the Port Master requires that a Certificate of Analysis be submitted to the Authority before arrival of the vessel in port or loading, that clearly states the percentage of total combustible matter (including organic matter calculated as carbon). The aforementioned certificate must be submitted to obtain the Port Master’s permission, under regulation 44(4)(b) of the Regulations, for the loading of dangerous goods onto a vessel.

5 The abovementioned requirements take effect from 1 January 2019 and the Shipping Community is advised to take note and comply.
6 Copies of the Notification (G.N. No. 3474/2018) can be purchased at:

   Toppan Leefung Pte. Ltd.
   1 Kim Seng Promenade
   #18-01, Great World City, East Tower
   Singapore 237994
   Tel No: (65) 6826 9685 / 6826 9629

7 For clarifications, please contact MPA’s Port Chemists at 6325 2428 or Hazmat@mpa.gov.sg.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 11 OF 2018

27 December 2018

Shipping Community
Harbour Craft Community
Pleasure Craft Community

PROHIBITED ANCHORING IN WESTERN SINGAPORE PORT LIMITS

The Maritime and Port Authority of Singapore (MPA) had earlier published Port Marine Circular (PMC) No. 9 of 2018 to inform ship masters and owners of the revisions to the port limits that entered into force on 6 December 2018, under the Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018.

2 MPA would like to remind ship masters, owners and agents of vessels operating in Singapore port waters that anchoring in all areas outside the designated anchorages is strictly prohibited. With effect from 26 Dec 2018, stiffer penalties will apply, pursuant to the Maritime and Port Authority of Singapore (Port) Regulations, to offenders whose vessels are anchored outside the designated anchorages. Offenders may, upon conviction, be liable for fines of up to $20,000 and $2,000 for every day or part of a day that the offence continues after conviction.

3 For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Maritime and Port Authority of Singapore

Port Marine Circular

No. 10 of 2018

18 December 2018

Shipping Community
Harbour Craft Community

Amendment to Reporting Procedures for Vessels Manoeuvring in Port

With reference to Port Marine Circular No. 9 of 2018, with effect from 6 December 2018, Singapore’s port limits have been revised. Through this circular, the reporting procedures for vessels manoeuvring in port have been amended. This circular supersedes Port Marine Circular No. 04 of 2009.

2 Pursuant to sections 10, 44 and 45 of the Maritime and Port Authority of Singapore Act (Cap. 170A) and regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby directs that with effect from 19 December 2018 at 0001 hours, all vessels to which this circular applies shall comply with the amended reporting procedures for vessels manoeuvring in port in Annex A.

3 Vessels are also reminded to comply with Port Marine Circular No. 10 of 2010. All power driven vessels irrespective of size will be required to be fitted with a working transponder as a port entry requirement.

4 For any enquiry, please contact the Port Operations Control Centre at Tel at +65 6325 2493 /4.

Captain Kevin Wong
Port Master
Maritime and Port Authority of Singapore
REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT

Application

The VHF radiotelephone reporting procedures for vessels manoeuvring in port shall apply to:

(a) vessels of 300 GT and above;
(b) tugs engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT and above;
(c) all passenger vessels;
(d) vessels of 30m or more in length; and
(e) vessels of 30m or more in height
(f) all vessels navigating through the port waters in the West Johor Strait reporting sector without calling at the Singapore port

Reporting Sectors

2 East Johor Strait, Keppel Harbour, Cruise Bay, Sinki, Pasir Panjang, West Jurong, West Johor Strait, Eastern and Western Sectors are designated as reporting sectors. The geographical boundaries of the sectors are described in Appendix 1 and shown in the attached Chartlet in Appendix 6. Vessel intending to enter, move within or leave a reporting sector shall first call on the appropriate control station and obtain permission to conduct the manoeuvre.

Control Stations

3 For the purpose of VHF radiotelephone reporting by vessels manoeuvring in port, the port water is divided into 9 sectors. Each sector has a control station operating on a designated VHF Channel. The designated VHF Channels for the sectors are listed in the table below:

<table>
<thead>
<tr>
<th>Reporting Sectors</th>
<th>Control Stations</th>
<th>Designated VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Johor Strait Sector</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Keppel Harbour Sector</td>
<td>Keppel Control</td>
<td>18</td>
</tr>
<tr>
<td>Cruise Bay Sector</td>
<td>Cruise Bay Control</td>
<td>5</td>
</tr>
<tr>
<td>Sinki Sector</td>
<td>Sinki Control</td>
<td>68</td>
</tr>
<tr>
<td>Pasir Panjang Sector</td>
<td>Pasir Panjang Control</td>
<td>25</td>
</tr>
<tr>
<td>West Jurong Sector</td>
<td>Jurong Control</td>
<td>22</td>
</tr>
<tr>
<td>West Johor Strait Sector</td>
<td>Jurong Control</td>
<td>22 ¹</td>
</tr>
</tbody>
</table>

¹ If VHF is not available onboard, report is to be made via telephone to Port Operations Control Centre at +65 6325 2493 /4.
Types of Reports

4 There are 4 types of reports, namely, Channel Information Report, Arrival Report, Underway Report and West Johor Strait Sector Report. Depending on the sector in which a vessel is in, every report shall be made to the appropriate control station.

5 All reports made to the designated control stations shall be in English. Timings shall be provided in local time following the 24-hour standard format.

6 The height of vessel refers to the height (in metres) measured vertically from the waterline of the vessel to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures on board, the highest point shall be the maximum height attainable by these structures when fully extended, if such extended height exceeds the height of its cargo, or fixed structures or equipment.

(a) Channel Information Report

(i) This report shall be made by an arriving vessel prior to entering the port or a vessel intending to move within or leave the port. The report shall be made to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) The report shall contain the following information:

- name or callsign of vessel
- vessel's draft
- present location, i.e. position when entering port limit
- destination, i.e. new location in port or bound for sea
- height
- remarks, if any

(iii) For a vessel intending to enter, move within or leave a reporting sector, it shall obtain permission from the control station before conducting the manoeuvre.

(iv) Before proceeding to or departing from a terminal, a vessel shall comply with the guidelines in Appendix 2.

(b) Arrival Report

(i) This report shall be made by a vessel when it has arrived at the
destination in port. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) For a vessel arriving at a terminal, the report shall contain the following information:

- name or callsign of vessel
- arrival date and time
- name of the berth and terminal

(iii) For a vessel arriving at an anchorage, the report shall contain the following information:

- name or callsign of vessel
- arrival date and time
- name of the anchorage
- bearing and distance of the vessel from one of the position reference points listed in Appendix 3.

Note: Every vessel at anchor is required to maintain a continuous listening watch on the appropriate VHF Channel.

(c) Underway Report

(i) This report shall be made by a vessel when it is underway in a channel after leaving an anchorage or a berth, as well as when it passes abeam of the points listed in Appendix 4. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 3.

(ii) The underway report shall contain the following information:

- name or callsign of vessel
- present location e.g. abeam of NE Corridor Buoy

(iii) Every vessel when underway shall maintain a continuous listening watch on the VHF Channel that is designated for the sector the vessel is in.

(iv) Vessels are advised to keep additional listening watch on VHF Channel 16.

(d) West Johor Strait Sector Report

(i) This report shall be made by a vessel prior to entering and leaving the West Johor Strait reporting sector.
The report shall contain the following information:

- name or callsign of vessel
- vessel's draft
- present location, i.e. position when entering port limit
- destination, i.e. new location in port or bound for sea
- height
- remarks, if any

A summary of the above reporting procedures is tabulated in Appendix 5 for quick reference.
# Appendix 1

## REPORTING SECTORS

### Eastern Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Position</th>
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<tr>
<td>1b.</td>
<td>1°19.997'N</td>
<td>104°02.693'E</td>
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<td>1c.</td>
<td>1°19.997'N</td>
<td>104°03.060'E</td>
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<td>1d.</td>
<td>1°18.783'N</td>
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<td>1e.</td>
<td>1°17.449'N</td>
<td>104°05.206'E</td>
</tr>
<tr>
<td>1f.</td>
<td>1°12.396'N</td>
<td>103°51.397'E</td>
</tr>
<tr>
<td>1g.</td>
<td>1°12.898'N</td>
<td>103°50.963'E</td>
</tr>
<tr>
<td>1h.</td>
<td>1°13.331'N</td>
<td>103°50.592'E</td>
</tr>
<tr>
<td>1i.</td>
<td>1°13.729'N</td>
<td>103°50.371'E</td>
</tr>
<tr>
<td>1n.</td>
<td>1°15·409'N</td>
<td>103°51.727'E</td>
</tr>
<tr>
<td>1p.</td>
<td>1°16.200'N</td>
<td>103°51.777'E</td>
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<td>103°49.467'E</td>
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<td>2g.</td>
<td>1°15.122'N</td>
<td>103°50.900'E</td>
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<td>2h.</td>
<td>1°15.191'N</td>
<td>103°50.785'E</td>
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<td>2i.</td>
<td>1°15.237'N</td>
<td>103°50.541'E</td>
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<td>2j.</td>
<td>1°15.407'N</td>
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### Cruise Bay Sector

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### Western Sector

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<td>4c.</td>
<td>1°13.984'N</td>
<td>103°50.181'E</td>
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<td>1°13.729'N</td>
<td>103°50.371'E</td>
</tr>
<tr>
<td>4e.</td>
<td>1°13.331'N</td>
<td>103°50.592'E</td>
</tr>
<tr>
<td>4f.</td>
<td>1°12.898'N</td>
<td>103°50.963'E</td>
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<td>103°44.976'E</td>
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<tr>
<td>4k.</td>
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</tr>
<tr>
<td>4l.</td>
<td>1°14.345'N</td>
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<tr>
<td>5a.</td>
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<td>5c.</td>
<td>1°14.465'N</td>
<td>103°45.786'E</td>
</tr>
<tr>
<td>5d.</td>
<td>1°14.199'N</td>
<td>103°44.976'E</td>
</tr>
<tr>
<td>5e.</td>
<td>1°13.969'N</td>
<td>103°44.427'E</td>
</tr>
<tr>
<td>5f.</td>
<td>1°11.541'N</td>
<td>103°40.845'E</td>
</tr>
<tr>
<td>5g.</td>
<td>1°12.099'N</td>
<td>103°39.208'E</td>
</tr>
<tr>
<td>5h.</td>
<td>1°13.359'N</td>
<td>103°40.399'E</td>
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### Pasir Panjang Sector

<table>
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</tr>
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<tbody>
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</tr>
<tr>
<td>6a.</td>
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<td>103°45.472'E</td>
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<tr>
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<td>1°14.465'N</td>
<td>103°45.786'E</td>
</tr>
<tr>
<td>6d.</td>
<td>1°14.345'N</td>
<td>103°47.118'E</td>
</tr>
<tr>
<td>6e.</td>
<td>1°15.580'N</td>
<td>103°48.403'E</td>
</tr>
<tr>
<td>6f.</td>
<td>1°15.743'N</td>
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### West Jurong Sector

<table>
<thead>
<tr>
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<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
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<td>103°40.399'E</td>
</tr>
<tr>
<td>7b</td>
<td>1°12.099'N,</td>
<td>103°39.208'E</td>
</tr>
<tr>
<td>7c</td>
<td>1°12.835'N,</td>
<td>103°36.342'E</td>
</tr>
<tr>
<td>7d</td>
<td>1°13.359'N,</td>
<td>103°36.344'E</td>
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</table>

### West Johor Strait Sector

<table>
<thead>
<tr>
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<th>Remarks</th>
</tr>
</thead>
<tbody>
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<td></td>
<td>Latitude</td>
<td>Longitude</td>
</tr>
<tr>
<td>8a</td>
<td>1°13.359'N,</td>
<td>103°36.344'E</td>
</tr>
<tr>
<td>8b</td>
<td>1°12.835'N,</td>
<td>103°36.342'E</td>
</tr>
<tr>
<td>8c</td>
<td>1°12.908'N,</td>
<td>103°36.071'E</td>
</tr>
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</table>

hence along the Singapore port limit between Singapore & Malaysia, along the Causeway and then along the coastline

<table>
<thead>
<tr>
<th>Point</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>8a</td>
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<td>103°36.344'E</td>
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### East Johor Strait Sector

<table>
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<tbody>
<tr>
<td></td>
<td>Latitude</td>
<td>Longitude</td>
</tr>
<tr>
<td>9a</td>
<td>1°17.788'N,</td>
<td>104°07.150'E</td>
</tr>
<tr>
<td>9b</td>
<td>1°17.449'N,</td>
<td>104°05.206'E</td>
</tr>
<tr>
<td>9c</td>
<td>1°18.783'N,</td>
<td>104°04.258'E</td>
</tr>
<tr>
<td>9d</td>
<td>1°19.997'N,</td>
<td>104°03.060'E</td>
</tr>
<tr>
<td>9e</td>
<td>1°19.997'N,</td>
<td>104°02.693'E</td>
</tr>
<tr>
<td>9f</td>
<td>1°20.313'N,</td>
<td>104°01.514'E</td>
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</table>

hence along the coastline, along the causeway and then, along the Singapore port limit

<table>
<thead>
<tr>
<th>Point</th>
<th>Position</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>9a</td>
<td>1°17.788'N,</td>
<td>104°07.150'E</td>
</tr>
</tbody>
</table>
GUIDELINES FOR VESSELS PROCEEDING TO OR DEPARTING FROM A TERMINAL IN A REPORTING SECTOR

1 Before proceeding to a terminal and prior to entering the reporting sector, the master of the vessel shall ensure that:
   (a) the berth at the terminal or shipyard is clear from obstructions and that adequate personnel are available to assist the vessel during the berthing;
   (b) the tug(s) where applicable are in position to assist the vessel;
   (c) the VHF working channel for berthing has been agreed and tested;
   (d) the vessel’s navigational equipment/steering gear including the ship’s whistle are tested; and
   (e) any other precautions deemed necessary for the safe navigation and berthing of the vessel are observed.

2 Before unberthing at a terminal within a reporting sector, the master of the vessel shall ensure that:
   (a) it is in a state of readiness to proceed out;
   (b) the tugs (s) are made fast to the vessel;
   (c) the vessel’s navigational equipment/steering gear including the ship’s whistle is tested;
   (d) the VHF equipment is in good working condition;
   (e) for inter-terminal or inter-shipyard movement, the other berth is safe and ready to receive the vessel; and
   (f) any other precautions deemed necessary for the safe unberthing and navigation of the vessel are observed.

3 Masters of vessels navigating within a reporting sector are reminded of the following:
   (a) to keep a proper look-out for other vessels that may also be manoeuvring within the area;
   (b) to keep as near to the outer limit of the fairway which lies on her starboard side where it is safe and practicable;
(c) to proceed at a safe speed at all times;

(d) to comply with the International Regulations for Preventing Collisions at Sea 1972 as amended; and

(e) that anchoring is prohibited except in the case of emergency to avoid immediate danger.
## POSITION REFERENCE POINTS FOR ARRIVAL REPORT IN THE ANCHORAGE

### EAST JOHOR STRAIT

<table>
<thead>
<tr>
<th>Names of Anchorages</th>
<th>Reference Points</th>
<th>Reference Marks</th>
<th>Reporting Stations</th>
<th>VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changi General Purpose Anchorage</td>
<td>Lat 01° 17.9’N</td>
<td>Eastern Buoy</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Changi Barge Temporary Holding</td>
<td>Long 104° 05.9’E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Anchorage</td>
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### EASTERN SECTOR

<table>
<thead>
<tr>
<th>Names of Anchorages</th>
<th>Reference Points</th>
<th>Reference Marks</th>
<th>Reporting Stations</th>
<th>VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Bunkering A Anchorage</td>
<td>Lat 01°17.9’N</td>
<td>Amber Beacon</td>
<td>East Control</td>
<td>12</td>
</tr>
<tr>
<td>Man-of –War Anchorage</td>
<td>Long 103° 54.3’E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Eastern Bunkering B Anchorage</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Eastern Bunkering C Anchorage</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Small Craft A</td>
<td></td>
<td></td>
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<tr>
<td>Small Craft B</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Eastern Petroleum A Anchorage</td>
<td>Lat 01°17.9’N</td>
<td>Amber Beacon</td>
<td>East Control</td>
<td>12</td>
</tr>
<tr>
<td>Eastern Petroleum B Anchorage</td>
<td>Long 103° 54.3’E</td>
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<tr>
<td>Eastern Petroleum C Anchorage</td>
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<tr>
<td>Eastern Special Purpose A Anchorage</td>
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<tr>
<td>Eastern Anchorage</td>
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<tr>
<td>Eastern Holding A Anchorage</td>
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<td>Eastern Holding B Anchorage</td>
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<tr>
<td>Eastern Holding C Anchorage</td>
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### WESTERN SECTOR

<table>
<thead>
<tr>
<th>Names of Anchorages</th>
<th>Reference Points</th>
<th>Reference Marks</th>
<th>Reporting Stations</th>
<th>VHF Channels</th>
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</thead>
<tbody>
<tr>
<td>Western Quarantine and Immigration</td>
<td>Lat 01°15.5’N</td>
<td>Rimau Beacon</td>
<td>West Control</td>
<td>68</td>
</tr>
<tr>
<td>Western Petroleum “B” Anchorage</td>
<td>Long 103° 48.49’E</td>
<td></td>
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</tr>
<tr>
<td>Western Petroleum “A” Anchorage</td>
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<tr>
<td>Western Anchorage</td>
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<tr>
<td>Western Holding Anchorage</td>
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<td>Selat Pauh Anchorage</td>
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<tr>
<td>Selat Pauh Petroleum</td>
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<tr>
<td>Raffles Reserved Anchorage</td>
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<tr>
<td>Raffles Petroleum</td>
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</tr>
<tr>
<td>Sudong Explosives Anchorage</td>
<td>Lat 01° 14.4’N</td>
<td>Sultan Sh Lt Ho</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sudong Special Purpose Anchorage</td>
<td>Long 103°38.9’E</td>
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<td>Sudong Holding Anchorage</td>
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<td>Sudong Petroleum Holding</td>
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### WEST JURONG SECTOR

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<td>Very Large Crude Carrier Anchorage</td>
<td>Lat 01° 14.4’N</td>
<td>Sultan Sh Lt Ho</td>
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# Appendix 4

## REPORTING POINTS FOR UNDERWAY REPORT

<table>
<thead>
<tr>
<th>LOCATIONS</th>
<th>REPORTING POINTS</th>
<th>POSITIONS</th>
<th>LOCATIONS</th>
<th>REPORTING POINTS</th>
<th>POSITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Changi Naval Base Corridor</td>
<td>Airway Buoy</td>
<td>01° 17.65'N 104° 01.09'E</td>
<td>East Jurong Channel</td>
<td>Cyrene Beacon</td>
<td>01° 15.30'N 103° 45.54'E</td>
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<td>East Cyrene Buoy</td>
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<td>Pusing Buoy</td>
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<tr>
<td>Ferry Corridor</td>
<td>Padang Buoy</td>
<td>01° 17.49'N 103° 58.98'E</td>
<td>Sinki Fairway /Banyan Basin</td>
<td>Serebut Bn</td>
<td>01° 14.83'N 103° 42.09'E</td>
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<tr>
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<td></td>
<td></td>
<td>Sawa Buoy</td>
<td>01° 15.35'N 103° 44.05'E</td>
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<tr>
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<td></td>
<td>Salu Buoy</td>
<td>01° 12.61'N 103° 40.63'E</td>
</tr>
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</tr>
<tr>
<td>Eastern Fairway /Eastern Corridor</td>
<td>Forward Buoy</td>
<td>01° 16.12°N 103° 56.01'E</td>
<td>Temasek Fairway</td>
<td>Temasek Buoy</td>
<td>01° 14.02'N 103° 39.39'E</td>
</tr>
<tr>
<td></td>
<td>NE Corridor Buoy</td>
<td>01° 15.43°N 103° 53.81'E</td>
<td></td>
<td>Tuas View Buoy</td>
<td>01° 15.89'N 103° 38.49'E</td>
</tr>
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</tr>
<tr>
<td>East Keppel Fairway</td>
<td>Ro-Ro Buoy</td>
<td>01° 15.91°N 103° 51.45'E</td>
<td>Pesek Basin</td>
<td>Anak Pulau Buoy</td>
<td>01° 17.61'N 103° 41.95'E</td>
</tr>
<tr>
<td></td>
<td>Main Fairway Buoy</td>
<td>01° 14.44°N 103° 51.93'E</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Outer Shoal Bn</td>
<td>01° 14.99°N 103° 51.81'E</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Buran Channel</td>
<td>E Buran Buoy</td>
<td>01° 14.64°N 103° 50.96'E</td>
<td>West Jurong Channel</td>
<td>Triton Buoy</td>
<td>01° 16.39°N 103° 39.41'E</td>
</tr>
<tr>
<td></td>
<td>W Buran Buoy</td>
<td>01° 14.64°N 103° 50.96'E</td>
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</tr>
<tr>
<td>Southern Fairway</td>
<td>Tembakul Bn</td>
<td>01° 13.34°N 103° 51.78'E</td>
<td>Tuas Channel</td>
<td>Tuas Bn</td>
<td>01° 16.96°N 103° 39.35'E</td>
</tr>
<tr>
<td>Sisters Fairway</td>
<td>Palawan Bn</td>
<td>01° 14.97'N 103° 48.89'E</td>
<td>Raffles Reserved Anchorage</td>
<td>Senang Buoy</td>
<td>01° 10.41'N 103° 44.99'E</td>
</tr>
<tr>
<td></td>
<td>Selegi Beacon</td>
<td>01° 13.56°N 103° 49.59'E</td>
<td></td>
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</tr>
<tr>
<td>Jong Fairway</td>
<td>Sisters Buoy</td>
<td>01° 12.98'N 103° 48.25'E</td>
<td>East Johor Strait</td>
<td>Eastern Buoy</td>
<td>01° 17.87'N 104° 05.89'E</td>
</tr>
<tr>
<td></td>
<td>Sebarok Bn</td>
<td>01° 13.58°N 103° 49.59'E</td>
<td></td>
<td>Angler Buoy</td>
<td>01° 21.09'N 104° 03.01'E</td>
</tr>
<tr>
<td>West Keppel Fairway</td>
<td>Rimau Beacon</td>
<td>01° 115.59°N 103° 48.39'E</td>
<td></td>
<td>Punggol Buoy</td>
<td>01° 25.33°N 103° 54.69'E</td>
</tr>
</tbody>
</table>

*Note: Buoys and beacons in close proximity of anchorages or berths are used as reporting points*
### REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT

<table>
<thead>
<tr>
<th>TYPES OF REPORTS</th>
<th>CATEGORIES OF VESSELS REQUIRED TO REPORT</th>
<th>REPORTING POINTS</th>
<th>CONTROL STATIONS</th>
<th>DESIGNATED VHF CHANNELS</th>
<th>INFORMATION TO BE REPORTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHANNEL INFORMATION REPORT</td>
<td>Passenger vessel</td>
<td>Arriving vessels prior to entering the port or a vessel intending to move within or leave the port</td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, present location, destination in port, next port, draft, height, remarks if any.</td>
</tr>
<tr>
<td></td>
<td>Vessel of 300 GT and above</td>
<td></td>
<td>Keppel Control</td>
<td>VHF Ch 18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tug engaged in towing or pushing if combined GT of tug/tow is 300 GT and above</td>
<td></td>
<td>Cruise Bay Control</td>
<td>VHF Ch 18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Vessel of 30m or more in length or 30m or more in height</td>
<td></td>
<td>Pasir Panjang Control</td>
<td>VHF Ch 25</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sinki Control</td>
<td>VHF Ch 68</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Jurong Control</td>
<td>VHF Ch 22</td>
<td></td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>West Control</td>
<td>VHF Ch 68</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sembawang Control</td>
<td>VHF Ch 21</td>
<td></td>
</tr>
<tr>
<td>ARRIVAL REPORT</td>
<td></td>
<td>When a vessel has arrived at the destination in port</td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, arrival date and time, name of the berth or anchorage. For reporting of anchorage position the bearing and distance from one of the reference points Amber Bn, Rimau Bn, Sultan Shoal Lt Ho or Eastern Buoy</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Keppel Control</td>
<td>VHF Ch 18</td>
<td></td>
</tr>
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<td>Cruise Bay Control</td>
<td>VHF Ch 5</td>
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<td>Pasir Panjang Control</td>
<td>VHF Ch 25</td>
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<td>Sinki Control</td>
<td>VHF Ch 68</td>
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<td>Jurong Control</td>
<td>VHF Ch 22</td>
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<td></td>
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<td>West Control</td>
<td>VHF Ch 68</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Sembawang Control</td>
<td>VHF Ch 21</td>
<td></td>
</tr>
<tr>
<td>UNDERWAY REPORT</td>
<td></td>
<td>When a vessel is underway in a channel after leaving an anchorage or a berth, as well as when it passes abeam</td>
<td>To the appropriate Control Station (see para 3 of Annex A of this circular for details)</td>
<td>On the designated VHF Channel for that sector</td>
<td>Name of vessel or callsign, present location</td>
</tr>
<tr>
<td>WEST JOHOR STRAIT SECTOR REPORT</td>
<td>All vessels regardless of GT entering or leaving the West Johor Strait reporting sector</td>
<td>When a vessel enters or leaves the West Johor Strait reporting sector</td>
<td>Jurong Control Station</td>
<td>VHF channel 22 or if VHF is not available onboard, report is to be made via telephone to the Port Operations Control Centre at +65 6325 2493 /4.</td>
<td>Name of vessel or callsign, present location, destination in port, next port, draft, height, remarks if any.</td>
</tr>
</tbody>
</table>
Note:
The amended Port Limits are plotted with reference to Singapore Government Gazette No S 790/2018 published on 6 December 2018. This Chartlet is for illustration only and must not be used for navigation.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 9 OF 2018

6 December 2018

Shipping Community
Harbour Craft Community

NEW PORT LIMITS – MARITIME AND PORT AUTHORITY OF SINGAPORE (PORT LIMITS) (AMENDMENT) NOTIFICATION 2018

The Maritime and Port Authority of Singapore (MPA) would like to draw the attention of ship masters and owners of vessels to the Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018 that came into effect on 6 December 2018. A copy of the Notification is attached as Annex A.

2 The port limits have been revised. The new port limits are depicted in the chartlet attached as Annex B.

3 MPA would like to remind ship masters and owners of vessels that vessels operating within Singapore’s port limits are to comply with the applicable port regulations.

4 For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
No. S 790

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

MARITIME AND PORT AUTHORITY OF SINGAPORE
(PORT LIMITS) (AMENDMENT) NOTIFICATION 2018

In exercise of the powers conferred by section 3(1) of the Maritime and Port Authority of Singapore Act, the Minister for Transport, after consultation with the Maritime and Port Authority of Singapore, makes the following Notification:

Citation and commencement

1. This Notification is the Maritime and Port Authority of Singapore (Port Limits) (Amendment) Notification 2018 and comes into operation on 6 December 2018.

Amendment of Schedule

2. The Schedule to the Maritime and Port Authority of Singapore (Port Limits) Notification 2010 (G.N. No. S 215/2010) is amended by inserting, immediately after item (3), the following items:

“(3A)  01° 13.284'N     103° 34.452'E
(3B)  01° 13.814'N     103° 34.607'E
(3C)  01° 15.146'N     103° 34.849'E”.
Made on 6 December 2018.

LOH NGAI SENG
Permanent Secretary,
Ministry of Transport,
Singapore.

[M.479.5.001.0.40; AG/LEGIS/SL/170A/2015/14 Vol. 1]
Note:
The amended Port Limits are plotted with reference to Singapore Government Gazette No S 790/2018 published on 6 December 2018. This Chartlet is for illustration only and must not be used for navigation.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 8 OF 2018

30 November 2018

Shipping Community
Harbour Craft Community

JOHOR BAHRU PORT LIMITS

The Maritime and Port Authority of Singapore (MPA) would like to draw the attention of ship masters and owners of vessels to the Federal Government Gazette P.U. (B) 587 “Declaration of Alteration of Port Limits for Johore Bahru Port” published on 25 October 2018 (the “Gazette Notification”) by the Attorney General's Chambers of Malaysia, Port Circular No. 88/2018 dated 11 November 2018, issued by the Director of Marine, Marine Department Malaysia, Southern Region (“PC 88/2018”), and Notice to Mariners No. 164/2018 dated 22 November 2018, issued by the Director General, Marine Department Malaysia (“NtM 164/2018”).

2 The Gazette Notification, PC 88/2018 and NtM 164/2018 purport to extend the port limits for Malaysia’s Johor Bahru Port in a manner which encroaches into Singapore’s territorial waters and the approaches to the Port of Singapore off Tuas. Accordingly, MPA does not recognise the port limits published in the Gazette Notification, PC 88/2018 and NtM 164/2018. Ship masters and owners of vessels should therefore disregard the Gazette Notification, PC 88/2018 and NtM 164/2018 which impinge on Singapore’s sovereignty.

3 MPA would also like to remind ship masters and owners of vessels that Singapore’s territorial waters extend westward of Singapore’s current port limits around Tuas and vessels operating in this area are to continue to comply with applicable Singapore regulations.
For any enquiry, please contact us at pocc@mpa.gov.sg.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 7 of 2018

16 July 2018

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

MARITIME AND PORT AUTHORITY OF SINGAPORE REVOKES PEGASUS MARITIME (S) PTE LTD’S BUNKER CRAFT OPERATOR LICENCE

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker craft operator licence of Pegasus Maritime (S) Pte Ltd ("Pegasus"), with effect from 16 July 2018. Pegasus will no longer be allowed to operate as a bunker craft operator in the Port of Singapore.

2 As part of MPA’s ongoing efforts to ensure the integrity of bunkering in Singapore, checks were conducted on Pegasus earlier this year. MPA’s investigations revealed that Pegasus had allowed an unlicensed craft operator to use its bunker craft to make bunker deliveries. Given the severity of the breaches, MPA has revoked Pegasus’ bunker craft operator licence.

3 MPA reminds all bunker licensees to adhere strictly to the terms and conditions of their licences. MPA takes a serious view of contraventions of the licence terms and conditions, and will suspend or revoke the relevant licences where necessary.

4 Please contact Mr Loh Yuanhe at tel. no. 6325 2308 or email loh_yuanhe@mpa.gov.sg for any clarification needed on this circular.
DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR No 06 of 2018

01 June 2018

Shipping Community

Harbour and Pleasure Craft Community

IMPLEMENTATION OF E-APPLICATION TO ENTER RESTRICTED AREAS SURROUNDING:

(A) JURONG ISLAND
(B) PULAU BUSING & PULAU BUKOM
(C) PULAU SEBAROK & SHELL SBM; AND
(D) SEMBAWANG WHARVES AND APPROACHES THERETO

1 In exercise of the powers conferred under Section 43(c) of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170A) (the “Act”), the Port Master hereby prohibits all vessels (including all harbour and pleasure craft) from entering the restricted areas (“Restricted Areas”) set out in paragraph 2 below for any purpose, except with the prior approval of the Port Master. The Port Master, in granting such approval, may impose such conditions as he deems fit, including restrictions as to time and location.

2 The Restricted Areas are bounded by the following coordinates (which have been demarcated in the attached Appendices 1, 2 and 3):
(A) JURONG ISLAND (See Appendix 1)

WGS 84 Datum

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°15.921'</td>
<td>103°39.077'</td>
</tr>
<tr>
<td>2</td>
<td>01°16.435'</td>
<td>103°39.433'</td>
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<td>3</td>
<td>01°16.724'</td>
<td>103°39.999'</td>
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<td>01°17.413'</td>
<td>103°40.892'</td>
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<td>5</td>
<td>01°17.621'</td>
<td>103°41.596'</td>
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<td>6</td>
<td>01°17.685'</td>
<td>103°42.678'</td>
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<td>7</td>
<td>01°17.688'</td>
<td>103°42.710'</td>
</tr>
<tr>
<td>8</td>
<td>01°17.696'</td>
<td>103°42.862'</td>
</tr>
<tr>
<td>9</td>
<td>01°17.612'</td>
<td>103°43.306'</td>
</tr>
<tr>
<td>10</td>
<td>01°17.420'</td>
<td>103°43.642'</td>
</tr>
<tr>
<td>11</td>
<td>01°16.396'</td>
<td>103°44.777'</td>
</tr>
<tr>
<td>12</td>
<td>01°15.637'</td>
<td>103°43.817'</td>
</tr>
<tr>
<td>13</td>
<td>01°14.976'</td>
<td>103°42.405'</td>
</tr>
<tr>
<td>14</td>
<td>01°13.152'</td>
<td>103°40.617'</td>
</tr>
<tr>
<td>15</td>
<td>01°13.084'</td>
<td>103°40.433'</td>
</tr>
</tbody>
</table>

(B) PULAU BUSING & PULAU BUKOM (See Appendix 2)

WGS 84 Datum

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°14.521'</td>
<td>103°45.808'</td>
</tr>
<tr>
<td>2</td>
<td>01°14.183'</td>
<td>103°46.222'</td>
</tr>
<tr>
<td>3</td>
<td>01°13.569'</td>
<td>103°46.821'</td>
</tr>
<tr>
<td>4</td>
<td>01°13.457'</td>
<td>103°46.868'</td>
</tr>
<tr>
<td>5</td>
<td>01°13.387'</td>
<td>103°46.776'</td>
</tr>
<tr>
<td>6</td>
<td>01°13.381'</td>
<td>103°45.980'</td>
</tr>
<tr>
<td>7</td>
<td>01°13.902'</td>
<td>103°44.214'</td>
</tr>
<tr>
<td>8</td>
<td>01°14.120'</td>
<td>103°44.032'</td>
</tr>
<tr>
<td>9</td>
<td>01°14.273'</td>
<td>103°44.012'</td>
</tr>
</tbody>
</table>
(C) PULAU SEBAROK & SHELL SBM (See Appendix 2)

WGS 84 Datum

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°12.802'</td>
<td>103°47.567'</td>
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<tr>
<td>2</td>
<td>01°12.152'</td>
<td>103°48.199'</td>
</tr>
<tr>
<td>3</td>
<td>01°11.927'</td>
<td>103°48.199'</td>
</tr>
<tr>
<td>4</td>
<td>01°11.583'</td>
<td>103°47.760'</td>
</tr>
<tr>
<td>5</td>
<td>01°11.817'</td>
<td>103°47.375'</td>
</tr>
<tr>
<td>6</td>
<td>01°12.678'</td>
<td>103°47.408'</td>
</tr>
</tbody>
</table>

Note: Point 4 to Point 5 is joined by an arc with 650 meters radius centered at position Latitude 01°11.468’N and Longitude 103°47.429’E (Shell SBM).

(D) SEMBAWANG WHARVES AND APPROACHES (See Appendix 3)

WGS 84 Datum

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
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<td>103°49.943'</td>
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<tr>
<td>2</td>
<td>01°28.148'</td>
<td>103°50.055'</td>
</tr>
<tr>
<td>3</td>
<td>01°27.963'</td>
<td>103°50.380'</td>
</tr>
<tr>
<td>4</td>
<td>01°27.804'</td>
<td>103°50.290'</td>
</tr>
</tbody>
</table>

Note: The water areas surrounding Sembawang Wharves and Approaches have also been declared as a Protected Area under the Protected Areas (No. 12) Order 2002, which came into operation on 8 Jul 2002.

3 MPA is introducing an electronic-applications system for entry to the Restricted Areas, as part of efforts to streamline and improve our electronic-services. With effect from 2 July 2018, harbour craft providing services in the Restricted Areas are to submit the applications electronically via MARINET to MPA’s Port Security Unit for approval. Applicants may choose, at the point of submitting their applications, whether to receive MPA’s notification on the outcome of their applications either via SMS or email. The system will also allow printing of the approved applications.

4 Applications into the Restricted Areas are to be made on a per trip basis (“Single Entry”), unless the vessel has prior approval for multiple trips (“Multiple Entries”) for any of the following purposes:

   a. To carry out project works under the relevant Port Marine Notices (PMN);
   b. To provide tug/mooring services;
   c. To carry out contract work/projects on a daily basis; or
   d. To carry out hydrographic surveys and diving operations.
5 Vessels making applications for Multiple Entries are required to provide the following supporting documents in PDF version, as applicable, to MPA:

   a. Copy of the applicable PMN for project works approved under the PMN;
   b. An official letter based on the applicant’s letterhead, detailing the list of craft to be deployed on a daily basis, and the period during which the contract work/projects are to be performed, along with the names of all tug, mooring and diving service providers; or
   c. Permits from the Hydrographic Department to conduct hydrographic surveys at location/s within the Restricted Area.

6 Hard copy applications will only be accepted in the event that the MARINET system is down. Hard copy applications must be made using the application form enclosed in Appendix 4 and sent to MPA’s Port Security Unit via facsimile number (+65) 6222 4080.

7 All applications, whether electronic or in hard copies, shall be submitted at least 2 hours before the vessel departs from the pier.

8 Any person who enters a Restricted Area without the Port Master’s approval in contravention of his/her direction, may if convicted under section 50 of the MPA Act, be fined up to $5,000 and, in the case of a continuing offence, to be liable for additional fines up to $500 for every day or part thereof during which he/she willfully continues to disobey such direction.

9 Any queries relating to this circular should be directed to Mr Peh Ling Woon at Tel: (+65) 6325 2463.

10 Port Marine Circular No. 04 of 2011 is hereby cancelled.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Prohibited Area - Semawang Wharves and Approaches

WGS84

Scale 1:10,000

Note:
This Chartlet is for illustration only and must not be used for navigation.

Points | Lat (N) | Long (E) |
-------|---------|----------|
1      | 1° 27' 04" | 103° 49' 43"
2      | 1° 28' 14" | 103° 50' 05" |
3      | 1° 27' 03" | 103° 50' 38" |
4      | 1° 27' 03" | 103° 50' 29" |

Prepared by: SHM&L & Hydrographic Dept. MPA-17 Mar 10 OA 047118
HY Code AB0301318
**APPENDIX 4**

**APPLICATION FOR GOING TO VESSEL AT AREAS AS SET OUT IN PMC NO. 06 OF 2018**

Jurong Island / Pulau Busing / Pulau Bukom / Pulau Sebarok / Shell SBM / Sembawang Wharves

*Note: Application is to be sent to MPA at least 2 hours before time of departure from pier.*

A maximum of 5 craft, and 12 hours could be declared for single trips

All applications shall be single trip, unless the craft are for the following purposes:

a. To carry out project works under the relevant Port Marine Notices (PMN);

b. To provide tug/ mooring services;

c. To carry out contract work/projects on a daily basis; or

d. To carry out hydrographic surveys and diving operations

**Section 1 – Name of Vessel / Terminal and Berth No. (To be completed by ship’s agent)**

<table>
<thead>
<tr>
<th>Name of Vessel</th>
<th>Name of Terminal and Berth No</th>
</tr>
</thead>
</table>

**Section 2 - Name of Company / Applicant and Contact Nos. (To be completed by ship’s agent)**

<table>
<thead>
<tr>
<th>Name of Company</th>
<th>Name of Applicant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tel No.</td>
<td>Hp No.</td>
</tr>
<tr>
<td>Fax No.</td>
<td></td>
</tr>
</tbody>
</table>

(Signature)          (Date)          (Official Stamp of Company)

**Section 3 - Details of Launch/Persons going to/from vessel at terminal (To be completed by ship’s agent)**

(To attach list of persons if insufficient space)

Place of Departure (Name of Pier):

Harbour Craft Licence No of launch and/or alternative launch:

<table>
<thead>
<tr>
<th>Date and Estimated Time of departure from pier:</th>
<th>Date and Estimated Time of return trip from vessel:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>I/C or Passport No</td>
</tr>
<tr>
<td>------</td>
<td>-------------------</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Section 4 – Approval by the terminal for other crew / personnel (To be completed by terminal)**

<table>
<thead>
<tr>
<th>Name of Approving Officer</th>
<th>We have no objection for launch with crew and other personnel coming to vessel at our terminal.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tel No.</td>
<td>(Signature)</td>
</tr>
<tr>
<td></td>
<td>Official Stamp of Terminal</td>
</tr>
</tbody>
</table>

(Additional safety and / or security guidance from the terminal in respect of launch movements is to be appended to the application when responding to the ship’s agent, as appropriate)

**Section 5 – Approval by MPA for the craft (Port Security Unit, MPA)**

<table>
<thead>
<tr>
<th>Name of Approving Officer</th>
<th>Application approved for craft to make a single entry and Exit from restricted area as given in the details above.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Official Stamp of MPA</td>
</tr>
</tbody>
</table>

* Delete where inapplicable

Remarks:

1. A copy of this application form, which has been approved by MPA must be placed on board the launch.
2. Additionally for launch going to Jurong Island:
   a. Launch must use West Coast Pier for embarking / disembarking.
   b. This approved form must be shown to the Duty Police Officers at West Coast Pier before boarding the launch.

June 2018
The Maritime and Port Authority of Singapore (MPA) would like to remind ship masters and owners of vessels to take all necessary measures to prevent their vessels from emitting excessive soot, ash, or dark smoke from engine exhaust and/or ancillary shipboard machineries throughout the duration of vessel stay in port.

MPA takes a serious view of vessels emitting excessive smoke as it can adversely affect the air quality in the atmosphere. MPA will take stern action against offenders.

MPA would also like to draw the attention of ship masters and owners of craft in the port to Regulation 66 of the Maritime and Port Authority of Singapore (Port) Regulations which states that:

“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.”

Failure to comply with the said regulation is an offence for which offenders can be prosecuted in Court. If convicted, offenders may be fined up to $5,000.

A list of guidelines to prevent dark smoke emission is set out in Appendix 1.
For any enquiry, please contact Marine Safety Control Centre at Tel: +65 6325 2488 / 6325 2489.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Definition of Dark Smoke and Prohibition on Emission of Dark Smoke

1. Smoke includes soot, ash, grit and gritty particles emitted in smoke or steam.

Typical Causes of Dark Smoke Emission and Guidelines for Prevention

2. For ships that are en route, i.e. with the main engine running, there should be no reason for dark smoke to be emitted from the main engine funnel if the main engine’s fuel, scavenge air and exhaust gas systems and equipment are maintained in good working condition. Regular and proper maintenance of components such as fuel oil heaters, fuel injectors, scavenge air coolers and turbochargers, including frequent washing of exhaust gas economizers (where applicable) go a long way to help reduce the likelihood of dark smoke or excess soot emission from the main engine funnel. Reducing the amount of carbon deposit in the exhaust stream will also help in reducing the amount of dark smoke or soot emission during the initial “kick” when the engine is started.

3. For ships that are at anchor or at berth, emission of dark smoke can be narrowed down principally to three types of machinery systems, namely generator engines, boilers or inert gas generators.

4. For generator engines, possible causes of dark smoke emission are similar to those mentioned for main engine in paragraph 2, i.e. it is important that the engine’s fuel, scavenge air and exhaust gas systems and equipment are maintained in good working condition. Additionally, it is also helpful to ensure that generators are running at optimal load and are not running under excessively low load or over-loaded conditions.

5. For boilers and inert gas generators, control of the correct air-fuel mixture ratio is important to ensure optimum combustion in the furnace to avoid excessive unburnt fuel, carbon deposits and dark smoke emissions. Regular and proper maintenance of the fuel and air systems and components are essential to ensure proper combustion and reduce likelihood of dark smoke emission. Boiler control settings such as purge timings should be set in accordance with manufacturer’s recommendation for safety reason and also optimum duration of the purging sequence.

6. Aside from good maintenance of the ship’s machinery and systems, ship’s crew should also be vigilant and conduct a frequent check on the funnel emission. The funnel of a ship integrates all the exhaust trunking running from main engine, generator engines and boiler inside one enclosure. If dark smoke is seen being emitting for prolonged durations from the funnel, the crew should immediately go to the bridge deck and check from which particular exhaust
trunk the dark smoke is spewing, and change over or stop the defective machinery if possible, before carrying out troubleshooting measures.

7. Pollution of the air from emission of dark smoke from ships is a serious concern. With due care and diligence, emission of dark smoke from ships can be minimized and prevented as elaborated in the preceding paragraphs.
MANDATORY ADOPTION OF MASS FLOW METERING SYSTEM FOR DISTILLATES DELIVERY IN THE PORT OF SINGAPORE

The Maritime and Port Authority of Singapore (MPA) has mandated the use of the Mass Flow Metering (MFM) system for Marine Fuel Oil Delivery in the Port of Singapore since 1 January 2017. This has greatly improved the operational efficiency and productivity of the bunker industry. It also enhanced transparency in bunkering operations.

2. On 26 April 2018, following the successful completion of test-bedding the use of the MFM system for distillates\(^1\) delivery, MPA announced the mandatory use of MFM to bunker tankers delivering distillates in the Port of Singapore from 1 July 2019. Accordingly, all bunker tankers delivering distillates to ocean-going ships shall be fitted with MPA-approved MFM system by 30 June 2019.

3. To help the industry defray part of the cost in installing the MFM system, companies may apply to MPA for co-funding of up to $60,000 per bunker tanker. All existing bunker tankers licensed by MPA to deliver distillates as at 26 April 2018 are eligible for this co-funding except for those that have already received co-funding support from MPA when the MFM for Marine Fuel Oil was implemented. Recipients of the co-funding will have to deploy their bunker tankers in the Port of Singapore for a period of at least one year from the date of approval by MPA. All bunker craft owners

\(^1\) Distillates refer to fuel with Viscosity range of between 1 and 120 cSt @ 40\(^\circ\) Celsius. These include Marine Gas Oil, Marine Diesel Oil, Low Sulphur Marine Gas Oil (0.1%) and Ultra Low Sulphur Oil that meets the 0.5% sulphur requirements.
or operators of bunker tankers eligible for the co-funding will be notified by MPA on the application process.

4. All MPA licensed bunker supplier, bunker craft operators, bunker surveying companies and bunker surveyors shall adhere strictly to the terms and conditions of their licences and relevant technical requirements for distillates deliveries by MFM in the Port of Singapore from 1 July 2019. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

5. Please contact Mr Loh Yuanhe at tel. no. 6325 2308 or email loh_yuanhe@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 3 of 2018

5 April 2018

Shipping Community
Harbour Craft Community

PERSONS AUTHORISED TO SUPPLY WATER TO OCEAN GOING VESSELS AND HARBOUR CRAFT IN PORT

We refer to Port Marine Circular No. 16 of 2017, ‘Persons Authorised to Supply Water to Ocean Going Vessels and Harbour Craft in Port’, dated 4 October 2017.

Please note that Appendix 1 on the list of ‘Persons Authorised to Supply Water to Ocean Going Vessels and Harbour Craft in Port’ has been updated. Please refer to the enclosed Annex A for the updated list.

CAPTAIN KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
## Annex A

**PERSONS AUTHORIZIED TO SUPPLY WATER TO OCEAN GOING VESSELS AND HARBOUR CRAFT IN PORT**

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Location(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. ASL Shipyard Pte Ltd</td>
<td>19 Pandan Road Singapore 609271</td>
</tr>
<tr>
<td>2. Bok Seng Logistics Pte Ltd</td>
<td>12 Pioneer Sector 1 Singapore 628423</td>
</tr>
<tr>
<td>3. Chevron Singapore Pte Ltd</td>
<td>210, Jalan Buroh Singapore 609831</td>
</tr>
<tr>
<td>4. CrestSA Marine &amp; Offshore Pte. Ltd.</td>
<td>15 Pandan Road Singapore 609263</td>
</tr>
<tr>
<td>5. DDW-PaxOcean Shipyard Pte. Ltd.</td>
<td>33, Tuas Crescent Singapore 638722</td>
</tr>
<tr>
<td>6. Dews Pte Ltd</td>
<td>Via water boats within the port limits.</td>
</tr>
<tr>
<td>7. Hiap Shing</td>
<td>20 Tuas South Street 15 Singapore 637080</td>
</tr>
<tr>
<td>8. Jurong Port Pte Ltd</td>
<td>Jurong Port, 37 Jurong Port Road Singapore 619110</td>
</tr>
<tr>
<td></td>
<td>Offshore Marine Centre, 101 Tuas South Avenue 8 Singapore 637423</td>
</tr>
<tr>
<td></td>
<td>Marina South Wharves 71 Marina Coastal Drive Singapore 018946</td>
</tr>
<tr>
<td>9. Jurong Shipyard Pte Ltd</td>
<td>29 Tg. Kling Road Singapore 628054</td>
</tr>
<tr>
<td></td>
<td>80 Tuas South Boulevard Singapore 637051</td>
</tr>
<tr>
<td>10. Keppel FELS Limited</td>
<td>50, Gul Road Singapore 629351</td>
</tr>
<tr>
<td>11. Keppel Shipyard Limited - Benoi</td>
<td>15, Benoi Road Singapore 629888</td>
</tr>
<tr>
<td>12. Keppel Shipyard Limited – Gul</td>
<td>55, Gul Road Singapore 629353</td>
</tr>
<tr>
<td>13. Keppel Shipyard Limited - Tuas</td>
<td>51, Pioneer Sector 1 Singapore 628437</td>
</tr>
<tr>
<td>15. Mencast Offshore &amp; Marine Pte Ltd</td>
<td>42E Penjuru Road, Mencast Central, Singapore 609161</td>
</tr>
<tr>
<td></td>
<td>Company Name</td>
</tr>
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<tr>
<td>16.</td>
<td>Ocean Tankers (Pte.) Ltd</td>
</tr>
<tr>
<td>17.</td>
<td>PSA Corporation Ltd</td>
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<td>18.</td>
<td>PSA Marine Pte Ltd</td>
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<td>19.</td>
<td>SATS-Creusers Cruise Services Pte Ltd</td>
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<tr>
<td>20.</td>
<td>Sembcorp Marine Repairs &amp; Upgrades Pte. Ltd.</td>
</tr>
<tr>
<td>21.</td>
<td>Singapore Cruise Centre Pte Ltd</td>
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<td></td>
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</tr>
<tr>
<td>22.</td>
<td>Singapore Petroleum Company Ltd</td>
</tr>
<tr>
<td>23.</td>
<td>Singapore Technologies Marine Ltd</td>
</tr>
<tr>
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</tr>
<tr>
<td>24.</td>
<td>SMIT Singapore Pte Ltd</td>
</tr>
<tr>
<td>25.</td>
<td>Tanoto Shipyard Pte Ltd</td>
</tr>
<tr>
<td>26.</td>
<td>Toll Offshore Petroleum Services Pte. Ltd.</td>
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<tr>
<td>No.</td>
<td>Company Name</td>
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</tr>
<tr>
<td>27.</td>
<td>UT Singapore Services Pte. Ltd.</td>
</tr>
<tr>
<td>28.</td>
<td>Vopak Terminals Singapore Pte Ltd</td>
</tr>
<tr>
<td>29.</td>
<td>Yew Choon Pte Ltd</td>
</tr>
</tbody>
</table>
REVISION OF ANCHORAGES, FAIRWAYS AND CHANNELS IN PORT

1 This circular supersedes Port Marine Circular No. 06 of 2015 and will come into effect on **01 Mar 2018, 0001 hours (Local Time)**.

2 The Maritime and Port Authority of Singapore would like to bring to the attention that the anchorages, fairways and channels listed in the Second and Third Schedules of the MPA (Port) Regulations will be revised with effect from 01 Mar 2018.

3 The key revisions are:

   (a) Discontinuation of the existing LNG/LPG/Chemical Gas Carrier Anchorage (Abbreviated Code ALGAS);

   (b) Sudong Special Purpose Anchorage (Abbreviated Code ASSPU), Sudong Bunkering ‘A’ Anchorage (Abbreviated Code ASUBA) and Sudong Explosive Anchorage (Abbreviated Code ASUEX) will be merged to become the new Sudong Special Purpose Anchorage (Abbreviated Code ASSPU).

   (c) Re-designation of Sudong Bunkering ‘B’ Anchorage (Abbreviated Code ASUBB) to become the new Sudong Explosive Anchorage (Abbreviated Code ASUEX), designated to handle explosive and dangerous goods.

   (d) Revision of boundaries of West Keppel Fairway and Sisters Fairway.

   (e) Designation of a new channel for ferries and launches to/from Pasir Panjang Ferry Terminal named as the “Berlayar Ferry Channel”; and
(f) Revision of types of vessel that would be permitted to anchor at:

(i) The newly designated Sudong Special Purpose Anchorage (Abbreviated Code ASSPU)
(ii) Eastern Special Purpose Anchorage (Abbreviated Code AESPA)
(iii) Sudong Petroleum Holding Anchorage (Abbreviated Code ASPH)

4 For ease of reference the list of designated anchorages, fairways and channels (as amended) in port is set out in Appendix 1.

5 The following chartlets attached illustrate the designated anchorages, fairways and channels in port:

(a) Eastern Sector Appendix 2
(b) Jurong and Western Sector Appendix 3
(c) Port of Singapore – Anchorages, Fairways and Channels Appendix 4

6 We would like to remind all port users i.e. any owner, agent, master and/or person-in-charge of a vessel who uses any anchorage, fairway or channel for a purpose other than that specified by the Authority or in a manner contrary to the Port Master’s directions shall be guilty of an offence and 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.

7 The revised list of designated anchorages, fairways and channels that will be incorporated in the Second and Third Schedules of the MPA (Port) Regulations, as amended by the MPA (Port) (Amendment) Regulations 2018 is published in the Gazette. Copies of the legislation may be purchased from Toppan Leefung Pte Ltd or alternatively you may wish to download the Regulations electronically which will be available at http://www.egazette.com.sg.

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Legal Publication
Great World City
East Tower, #18-01/06
1, Kim Seng Promenade
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Website: www.toppanleefung.com/webshop
Mon–Fri: 9.30am–6pm
Sat, Sun and Public Holidays: Closed.
Please contact Capt Dilshad Ahmad at DID (65) 6773 7408 or Marine Safety Control Centre Duty Officer at DID (65) 6325 2488/2489, for any further clarifications.

CAPT KEVIN WONG
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Designated Anchorages, Fairways and Channels in Port

1  DESIGNATED ANCHORAGES IN PORT

EASTERN SECTOR ANCHORAGES

(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.

*Note: There is no change to this anchorage.

(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

**Purpose** - For general purpose on prior permission of the Port Master.

*Note: There is no change to this anchorage.
(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.  
*Note*: There is no change to this anchorage.

(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.  
*Note*: There is no change to this anchorage.

(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
**Purpose** - For harbour tugs, pontoons, barges and other small craft, including fishing vessels. There is a 30-metre height restriction.

*Note*: There is no change to this anchorage.

(1.6) **Eastern Petroleum “C” Anchorage (Abbreviated Code: AEPBC)** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>(21)</td>
<td>01°18.000’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>(22)</td>
<td>01°18.000’N</td>
<td>104°00.420’E</td>
</tr>
<tr>
<td>(23)</td>
<td>01°17.647’N</td>
<td>104°01.095’E</td>
</tr>
<tr>
<td>(24)</td>
<td>01°17.497’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>(21)</td>
<td>01°18.000’N</td>
<td>103°58.978’E</td>
</tr>
</tbody>
</table>

**Purpose** - For tankers of less than 10,000 GT loaded with petroleum, non-gas free vessels and tankers. There is a 30-metre height restriction.

*Note*: There is no change to this anchorage.

(1.7) **Eastern Bunkering “B” Anchorage (Abbreviated Code: AEBB)** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
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</thead>
<tbody>
<tr>
<td>(25)</td>
<td>01°17.497’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>(26)</td>
<td>01°17.647’N</td>
<td>104°01.095’E</td>
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<tr>
<td>(27)</td>
<td>01°17.154’N</td>
<td>104°01.664’E</td>
</tr>
<tr>
<td>(28)</td>
<td>01°16.626’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>(25)</td>
<td>01°17.497’N</td>
<td>103°58.978’E</td>
</tr>
</tbody>
</table>

**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. Height restriction of 49 metre is applicable.

*Note*: There is no change to this anchorage.

---

1 HEIGHT – refers to the height declared by the vessel, measured vertically from the water-line to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures and the extended height exceeds the heights of its cargo or fixed structures or equipment on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be verifiable with the appropriate plans or documents carried on board the vessel.
(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  
(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. There is a 30-metre height restriction.

**Note:** There is no change to this anchorage.

(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. Height restriction limit is applicable. Vessels greater than 30 metre in height are not allowed to anchor within the 30 metre height restriction area limits as demarcated on the navigational chart.

**Note:** There is no change to this anchorage.

(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 that do not have safety hazard cargo on board as listed in chapter 17 of the IBC Code and other vessels with prior permission of the Port Master. Height restriction limit is applicable. Vessels greater than 49 metre in height are not allowed to anchor within the 49 metre height restriction area limits as demarcated on the navigational chart.

*Note*: Chemical tankers that do not have safety hazard cargo on board as listed in chapter 17 of the IBC Code, have been added to the purpose of this anchorage

(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.

*Note*: There is no change to this anchorage.

(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

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2 Cargo/product under Safety Hazards which include health, reactivity and fire hazards as defined by International Bulk Chemical Code.
(51) 01°16.028'N 103°52.022E
(52) 01°16.173'N 103°52.222E
(53) 01°16.333'N 103°52.107E
(54) 01°16.563'N 103°52.427E
(55) 01°16.441'N 103°52.493E
(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
(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
(66) 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 vessels, Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG) vessels and chemical tankers.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.
(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.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.
WESTERN SECTOR ANCHORAGES

(1.17) Western Quarantine & Immigration Anchorage (Abbreviated Code: AWQI) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>N Latitude</th>
<th>E Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>82</td>
<td>01°13.130'N</td>
<td>103°48.580'E</td>
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<tr>
<td>83</td>
<td>01°13.580'N</td>
<td>103°49.592'E</td>
</tr>
<tr>
<td>84</td>
<td>01°13.147'N</td>
<td>103°49.929'E</td>
</tr>
<tr>
<td>85</td>
<td>01°12.797'N</td>
<td>103°49.746'E</td>
</tr>
<tr>
<td>86</td>
<td>01°12.747'N</td>
<td>103°49.029'E</td>
</tr>
<tr>
<td>82</td>
<td>01°13.130'N</td>
<td>103°48.580'E</td>
</tr>
</tbody>
</table>

**Purpose** - For vessels requiring quarantine and immigration clearance.

*Note: There is no change to this anchorage.

(1.18) Western Anchorage (Abbreviated Code: AWW) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>N Latitude</th>
<th>E Longitude</th>
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<tbody>
<tr>
<td>87</td>
<td>01°15.020'N</td>
<td>103°47.806'E</td>
</tr>
<tr>
<td>88</td>
<td>01°15.379'N</td>
<td>103°48.172'E</td>
</tr>
<tr>
<td>89</td>
<td>01°14.564'N</td>
<td>103°49.098'E</td>
</tr>
<tr>
<td>90</td>
<td>01°13.580'N</td>
<td>103°49.592'E</td>
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<tr>
<td>91</td>
<td>01°13.329'N</td>
<td>103°49.028'E</td>
</tr>
<tr>
<td>87</td>
<td>01°15.020'N</td>
<td>103°47.806'E</td>
</tr>
</tbody>
</table>

**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 vessels, Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG) vessels and chemical tankers.

*Note: There is no change to this anchorage.

(1.19) Western Petroleum “A” Anchorage (Abbreviated Code: AWPA) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
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<th>N Latitude</th>
<th>E Longitude</th>
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</thead>
<tbody>
<tr>
<td>92</td>
<td>01°14.545'N</td>
<td>103°47.323'E</td>
</tr>
<tr>
<td>93</td>
<td>01°15.020'N</td>
<td>103°47.806'E</td>
</tr>
</tbody>
</table>
(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.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.

(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 more than 10,000 GT but not exceeding 50,000 GT loaded with petroleum, non-gas free tankers requiring immigration clearance.

*Note*: There is no change to this anchorage.
(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.

*Note: There is no change to this anchorage.

(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
(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 Channel and Pesek Basin or as directed by the Port Master.

*Note: There is no change to this anchorage.
(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 Channel and Pesek Basin or as directed by the Port Master.

*Note*: There is no change to this anchorage.

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

*Note*: There is no change to this anchorage.

**JURONG SECTOR ANCHORAGES**

(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
Purpose – For port limit tankers waiting to service vessels at Sudong anchorages and, tugs with barges in tow requiring immigration clearance.

*Note: Tugs with barges in tow have been added in the purpose to this anchorage.

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

(133) 01º10.742’N 103º42.660’E
(134) 01º10.065’N 103º43.171’E
(135) 01º09.905’N 103º43.054’E
(136) 01º10.388’N 103º42.402’E
(133) 01º10.742’N 103º42.660’E

Purpose – For vessels and small craft loading or discharging explosives and Group 1 dangerous goods, and vessels in transit with such cargo on board and other vessels as directed by the Port Master.

*Note: Boundaries of this anchorage have been revised.

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

(137) 01º10.388’N 103º42.402’E
(138) 01º10.742’N 103º42.660’E
(139) 01º11.426’N 103º42.144’E
(140) 01º12.169’N 103º40.514’E
(141) 01º11.780’N 103º40.436’E
(142) 01º11.746’N 103º40.566’E
(137) 01º10.388’N 103º42.402’E

Purpose - For Liquefied Natural Gas (LNG) vessels, Liquefied Petroleum Gas (LPG) vessels, non-gas free LNG vessels, non-gas free LPG vessels, non-gas free chemical tankers, chemical tankers with safety
hazard cargo on board as listed in chapter 17 of IBC Code, oil tankers requiring immigration clearance, and other vessels as directed by the Port Master.

*Note: Purpose and boundaries of this anchorage have been revised.

(1.29) Sudong Holding Anchorage (Abbreviated Code: ASH) is bounded by a line joining the following geographical positions:

(143) 01°12.277’N 103°40.277’E
(144) 01°12.234’N 103°40.372’E
(145) 01°11.823’N 103°40.273’E
(146) 01°11.938’N 103°39.825’E
(143) 01°12.277’N 103°40.277’E

**Purpose** - Temporary holding anchorage with prior permission of the Port Master.

*Note: There is no change to this anchorage.

(1.30) Very Large Crude Vessel Anchorage (Abbreviated Code: AVLCC) is bounded by a line joining the following geographical positions:

(147) 01°13.289’N 103°38.480’E
(148) 01°13.780’N 103°39.501’E
(149) 01°12.967’N 103°39.478’E
(150) 01°12.641’N 103°38.800’E
(147) 01°13.289’N 103°38.480’E

**Purpose** - For VLCCs loaded with crude oil.

*Note: There is no change to this anchorage.

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3 Cargo/product under Safety Hazards which include health, reactivity and fire hazards as defined by the International Bulk Chemical Code.
2 DESIGNATED FAIRWAYS AND CHANNELS IN PORT

(2.1) Eastern Fairway is bounded by a line joining the following geographical positions:

(151) 01°17.204'N 103°54.489'E
(152) 01°16.107'N 103°56.012'E
(153) 01°16.107'N 103°57.682'E
(154) 01°16.630'N 103°58.710'E
(155) 01°16.626'N 103°58.977'E
(156) 01°16.698'N 103°59.341'E
(157) 01°14.960'N 103°56.128'E
(158) 01°17.000'N 103°53.911'E
(151) 01°17.204'N 103°54.489'E

*Note: There is no change to this fairway.

(2.2) Eastern Corridor is bounded by a line joining the following geographical positions:

(159) 01°15.430'N 103°53.812'E
(160) 01°14.322'N 103°54.954'E
(161) 01°14.060'N 103°54.468'E
(162) 01°15.122'N 103°53.355'E
(159) 01°15.430'N 103°53.812'E

*Note: There is no change to the limits of this channel.

(2.3) East Keppel Fairway is bounded by a line joining the following geographical positions:

(163) 01°15.142'N 103°50.917'E
(164) 01°15.038'N 103°51.766'E
(165) 01°15.013'N 103°51.795'E
(166) 01°14.680'N 103°52.179'E
(167) 01°14.680'N 103°52.679'E
(168) 01°13.608'N 103°53.624'E
(169) 01°12.741'N 103°52.032'E
(170) 01°13.340'N 103°51.754'E
(171) 01°13.941'N 103°51.495'E
(163) 01°15.142'N 103°50.917'E

*Note: There is no change to this fairway.

(2.4) **Buran Channel** is an area bounded by a line joining the following geographical positions:

(172) 01°14.924'N 103°51.023'E
(173) 01°14.763'N 103°51.100'E
(174) 01°14.141'N 103°50.347'E
(175) 01°14.046'N 103°50.104'E
(176) 01°14.201'N 103°50.000'E
(177) 01°14.282'N 103°50.317'E
(172) 01°14.924'N 103°51.023'E

*Note: There is no change to the limits of this channel.

(2.5) **Sisters Fairway** is an area bounded by a line joining the following geographical positions:

(178) 1°12.767'N 103°51.028'E
(179) 1°12.803'N 103°51.002'E
(180) 1°13.016'N 103°50.845'E
(181) 1°13.141'N 103°50.721'E
(182) 1°13.216'N 103°50.643'E
(183) 1°13.289'N 103°50.582'E
(184) 1°13.381'N 103°50.545'E
(185) 1°13.438'N 103°50.615'E
(186) 1°13.726'N 103°50.380'E
(187) 1°13.715'N 103°50.373'E
(188) 1°13.705'N 103°50.336'E
(189) 1°13.845'N 103°50.178'E
(190) 1°13.946'N 103°50.137'E
(191) 1°13.580'N 103°49.592'E
(192) 1°13.147'N 103°49.929'E
(193) 1°13.040'N 103°50.013'E
(194) 1°12.959'N 103°50.078'E
(195) 1°12.924'N 103°50.164'E
(196) 1°12.881'N 103°50.182'E
(197) 1°12.842'N 103°50.198'E
(198) 1°12.775'N 103°50.220'E
(199) 1°12.548'N 103°50.397'E
(178) 1°12.767'N 103°51.028'E

*Note: The limits of this fairway have been revised.

(2.6) **Southern Fairway is bounded by** a line joining the following geographical positions:

(200) 01°12.790'N 103°48.425'E
(201) 01°12.548'N 103°50.397'E
(202) 01°12.797'N 103°51.113'E
(203) 01°13.280'N 103°51.782'E
(204) 01°12.741'N 103°52.032'E
(205) 01°12.397'N 103°51.397'E
(206) 01°11.955'N 103°50.299'E
(207) 01°12.093'N 103°49.179'E
(208) 01°12.419'N 103°48.773'E
(200) 01°12.790'N 103°48.425'E

*Note: There is no change to the limits of this fairway.

(2.7) **Jong Fairway** is bounded by a line joining the following geographical positions:

(209) 01°14.521'N 103°45.809'E
(210) 01°14.345'N 103°47.118'E
(211) 01°14.016'N 103°47.275'E
(212) 01°13.823'N 103°47.456'E
(213) 01°12.981'N  103°48.246'E
(214) 01°12.419'N  103°48.773'E
(215) 01°12.093'N  103°49.179'E
(216) 01°11.839'N  103°48.358'E
(217) 01°12.152'N  103°48.200'E
(218) 01°14.183'N  103°46.222'E
(220) 01°14.521'N  103°45.809'E

*Note: There is no change to the limits of this fairway.

(2.8) **West Keppel Fairway** is bounded by a line joining the following geographical positions:

(219) 01°15.740'N  103°48.310'E
(220) 01°15.797'N  103°48.213'E
(221) 01°15.027'N  103°47.429'E
(222) 01°15.750'N  103°46.218'E
(223) 01°15.391'N  103°45.677'E
(224) 01°14.521'N  103°45.809'E
(225) 01°14.345'N  103°47.118'E
(226) 01°15.595'N  103°48.392'E
(219) 01°15.740'N  103°48.310'E

*Note: The limits of this fairway have been revised.

(2.9) **East Jurong Channel** is bounded by a line joining the following geographical positions:

(227) 01°17.955'N  103°42.713'E
(228) 01°17.948'N  103°43.634'E
(229) 01°17.335'N  103°44.408'E
(230) 01°16.741'N  103°44.895'E
(231) 01°16.087'N  103°45.692'E
(232) 01°15.768'N  103°46.245'E
(233) 01°15.391'N  103°45.677'E
(234) 01°15.881'N  103°45.047'E
(235) 01°16.396'N  103°44.777'E
(236) 01°16.551'N  103°44.741'E
(2.10) **West Jurong Channel** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Position</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>(241)</td>
<td>01°16.028'N</td>
<td>103°38.429'E</td>
</tr>
<tr>
<td>(242)</td>
<td>01°16.368'N</td>
<td>103°38.698'E</td>
</tr>
<tr>
<td>(243)</td>
<td>01°16.910'N</td>
<td>103°39.767'E</td>
</tr>
<tr>
<td>(244)</td>
<td>01°17.153'N</td>
<td>103°40.112'E</td>
</tr>
<tr>
<td>(245)</td>
<td>01°17.608'N</td>
<td>103°40.701'E</td>
</tr>
<tr>
<td>(246)</td>
<td>01°17.797'N</td>
<td>103°41.098'E</td>
</tr>
<tr>
<td>(247)</td>
<td>01°17.910'N</td>
<td>103°41.848'E</td>
</tr>
<tr>
<td>(248)</td>
<td>01°17.964'N</td>
<td>103°42.682'E</td>
</tr>
<tr>
<td>(249)</td>
<td>01°17.685'N</td>
<td>103°42.679'E</td>
</tr>
<tr>
<td>(250)</td>
<td>01°17.621'N</td>
<td>103°41.596'E</td>
</tr>
<tr>
<td>(251)</td>
<td>01°17.413'N</td>
<td>103°40.892'E</td>
</tr>
<tr>
<td>(252)</td>
<td>01°16.937'N</td>
<td>103°40.275'E</td>
</tr>
<tr>
<td>(253)</td>
<td>01°16.674'N</td>
<td>103°39.903'E</td>
</tr>
<tr>
<td>(254)</td>
<td>01°16.435'N</td>
<td>103°39.433'E</td>
</tr>
<tr>
<td>(255)</td>
<td>01°15.922'N</td>
<td>103°39.077'E</td>
</tr>
<tr>
<td>(241)</td>
<td>01°16.028'N</td>
<td>103°38.429'E</td>
</tr>
</tbody>
</table>

*Note: There is no change to the limits of this channel.

(2.11) **Temasek Fairway** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Position</th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>(256)</td>
<td>01°16.121'N</td>
<td>103°39.216'E</td>
</tr>
<tr>
<td>(257)</td>
<td>01°15.627'N</td>
<td>103°39.216'E</td>
</tr>
<tr>
<td>(258)</td>
<td>01°13.084'N</td>
<td>103°40.433'E</td>
</tr>
</tbody>
</table>
(259) 01°12.729'N 103°39.472'E
(260) 01°13.780'N 103°39.501'E
(261) 01°15.440'N 103°38.709'E
(262) 01°16.374'N 103°38.709'E
(256) 01°16.121'N 103°39.216'E

*Note:* There is no change to the limits of this channel.

(2.12) **Sinki Fairway** is bounded by a line joining the following geographical positions:

(263) 01°12.317'N 103°38.355'E
(264) 01°13.152'N 103°40.617'E
(265) 01°14.974'N 103°42.403'E
(266) 01°15.639'N 103°43.817'E
(267) 01°16.396'N 103°44.777'E
(268) 01°15.881'N 103°45.047'E
(269) 01°15.355'N 103°44.044'E
(270) 01°15.208'N 103°45.090'E
(271) 01°15.284'N 103°45.572'E
(272) 01°15.391'N 103°45.677'E
(273) 01°14.521'N 103°45.809'E
(274) 01°14.215'N 103°43.597'E
(275) 01°11.972'N 103°39.690'E
(263) 01°12.317'N 103°38.355'E

*Note:* There is no change to the limits of this fairway.

(2.12) **Berlayar Ferry Channel** is bounded by a line joining the following geographical positions:

(276) 01 16.090'N 103 47.750'E
(277) 01 15.964'N 103 47.953'E
(278) 01 15.670'N 103 48.084'E
(279) 01 15.539'N 103 47.950'E
(280) 01 15.943'N 103 47.896'E
(281) 01 16.050'N 103 47.720'E
(279)  01 16.090‘N       103 47.750‘E

*Note: A new channel is designated for ferries and launches to/from Pasir Panjang Ferry Terminal.
AN息ORAGES, FAIRWAYS AND CHANNELS IN THE EASTERN SECTOR

Note:
This chartlet is for illustration only and must not be used for navigation.
Harbour Craft Community
Pleasure Craft Community
Shipping Community

UNDERWATER DIVING OPERATIONS WITHIN THE PORT

This circular supersedes Port Marine Circular No. 05 of 2008, and updates that the sea areas surrounding Sisters’ Islands previously designated for recreational underwater diving operations by the Port Master have been removed. Information on recreational underwater diving operations in the Sisters’ Islands Marine Park may now be accessed at the National Parks Board’s website (www.nparks.gov.sg/gardens-parks-and-nature/parks-and-nature-reserves/sisters-islands-marine-park/dive-trails).

2 In the exercise of his powers under Regulation 54(4) of the Maritime and Port Authority of Singapore (Port) Regulations (the “Regulations”), the Port Master hereby approves, until further notice, all recreational underwater diving operations carried out during daylight hours within the designated sea areas surrounding the coastline of the following islets (the “Designated Areas”) (please see the Designated Areas in the attached chartlets):

   a. Pulau Hantu
   b. Pulau Jong
   c. St John’s Island

3 The Port Master directs that with immediate effect, all applications for any underwater diving operations and activities of any kind anywhere within the port, are to be submitted through the MARINET using the online application in the “Underwater Diving Application System”.

19 Dec 2017
4 For underwater diving operations at terminals, yards and wharves, notifications are to be made through the same online application.

5 All such applications and notifications shall be submitted at least 3 working days prior to the conduct of underwater operations.

6 Pursuant to Regulation 45(2)\(^1\) of the Regulations, the Port Master hereby notifies, that until further notice, no vessel shall, while (at any point and for any duration of time) within the port, move in any area to do any of the following things in connection with underwater diving operations of (a) any kind outside the Designated Areas, or (b) a recreational nature within the Designated Areas during twilight hours, except with the prior written approval of the Port Master:

   a. Launch and/or use any equipment;
   b. Deploy any person; or
   c. Do any other act, thing or deed.

7 All divers involved in underwater diving operations of any kind in the port shall adhere to the recommended international codes of safe practices applicable to the diving operation undertaken. A list of conditions applicable to diving operations in connection with the maintenance of vessels is attached in ANNEX.

8 Nothing in this Port Marine Circular shall be construed as restricting or limiting the right of the Port Master to revise the Designated Areas.

9 Any queries relating to this circular should be directed to Capt Shawn Hoe at Tel: +65-6773-7401 (email: shawn_hoe@mpa.gov.sg).

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

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\(^1\) Regulation 45(2) of the Maritime and Port Authority of Singapore (Port) Regulations states – “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 anchorages or passage or such other purposes as he may require.”
CONDITIONS IN RESPECT OF UNDERWATER OPERATIONS IN CONNECTION WITH THE MAINTENANCE OF VESSELS

Underwater cleaning and maintenance operations in respect of vessel’s propeller, stern tube, and/or small area of the hull (“underwater maintenance operations”) shall not hamper cargo operations and movement of vessels in the channel or anchorage.

2 For a vessel alongside a terminal, yard, or wharf, the person-in-charge (PIC) of any underwater maintenance operation shall:

   i. Notify MPA through the online application system on the MARINET;

   ii. Seek the terminal, yard, or wharf operator’s permission prior to commencing any operations; and

   iii. Also comply with any rules and regulations as the terminal, yard, or wharf operator may impose.

3 The Master of the vessel or the PIC of any underwater maintenance operation shall notify the appropriate MPA Control Station via VHF before the start of and on completion of any such operation. A listening watch shall be kept on the appropriate VHF channel assigned to the port sector during the entire underwater maintenance operation. Permission must be sought for all entries and departures from the respective sector.

4 A safety boat equipped with VHF radiotelephone capable of operating on channels 16, 68 and the appropriate channel that is assigned to the port sector, shall be deployed in the immediate vicinity to warn any approaching vessel/craft of any underwater maintenance operation.

5 No underwater maintenance operation shall be undertaken except by a competent personnel. Divers engaged in any such operation shall be knowledgeable and conversant with all safety procedures and requirements.

6 All diving support/safety boat(s) and the vessel being serviced shall display the appropriate international day and night signals.

7 The working area shall be adequately illuminated during hours of darkness.

8 All underwater maintenance operations shall cease during adverse weather conditions or periods or poor visibility.

9 During an underwater maintenance operation, the master or PIC shall not test the main engines of the vessel or turn the vessel’s propeller without obtaining clearance from the diving supervisor.
Note:
This chartlet is for illustration only and must not be used for navigation.
PORT MARINE CIRCULAR
NO. 22 OF 2017

4 December 2017

Port and Shipping Community

CASHLESS PAYMENTS WITH EFFECT FROM 1 JANUARY 2018

1. In line with Singapore’s move towards a cashless society as part of the Smart Nation initiative, MPA will cease accepting cash payments at the following MPA counters with effect from the dates stated below:

<table>
<thead>
<tr>
<th>Counter</th>
<th>Location</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Stop Document Centre (OSDC)</td>
<td>7A Keppel Road, Tanjong Pagar Complex #01-26</td>
<td>1 January 2018</td>
</tr>
<tr>
<td>MPA Shipping Counter</td>
<td>460 Alexandra Road, PSA Building Level 21</td>
<td>1 January 2018</td>
</tr>
<tr>
<td>Integrated Simulation Centre of Singapore (ISC)</td>
<td>Singapore Polytechnic</td>
<td>1 April 2018</td>
</tr>
</tbody>
</table>

2. Customers making payments at MPA counters may pay via electronic means such as NETs, Ezlink, Debit and Credit Cards and which are accepted by our unified point of sale (POS) terminal. The unified POS terminal also accepts NFC-based payments.

3. Payments for invoices will only be accepted via interbank fund transfers or cheques. Customers who have not signed up for General Interbank Recurring Order (GIRO) arrangement with MPA are strongly encouraged to do so to enjoy a convenient, paperless and cashless payment method which enables you to make hassle free payments to MPA through your bank account. To sign up for GIRO, please download the Interbank GIRO Application form via our MPA website (Finance/E-Services> Finance> Opening An Account> Application for Interbank GIRO) and send the completed form to MPA.

4. MPA will correspond with the affected existing customers for specific follow-up.

5. For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPA AR Hotline</td>
<td><a href="mailto:AR_MPA@mpa.gov.sg">AR_MPA@mpa.gov.sg</a></td>
<td>63751695</td>
</tr>
</tbody>
</table>

YVONNE CHAN (MS)
DIRECTOR (CORPORATE DEVELOPMENT) / CHIEF FINANCIAL OFFICER
MARITIME AND PORT AUTHORITY OF SINGAPORE
20 November 2017

Shipping Community
Harbour Craft Community
Pleasure Craft Community

SISTERS’ ISLANDS MARINE PARK

With effect from 20 Nov 2017, the waters around Sisters’ Islands, and along the western reefs of both St John’s Island and Pulau Tekukor, also known as Sisters’ Islands Marine Park, are demarcated for the conservation of marine organisms and designated as a marine park (and therefore considered a public park) under the Parks and Trees Act Cap. 216 and the Parks and Trees Regulations. The Sisters’ Islands Marine Park is bounded by the coordinates in Annex A.

2 Port users navigating in these areas are to observe the provisions of the Parks and Trees Act Cap. 216 and the Parks and Trees Regulations when they are in the marine park, some of which have been highlighted in Annex C. Further information on the marine park may be accessed at the National Parks Board’s website (www.nparks.gov.sg/gardens-parks-and-nature/parks-and-nature-reserves/sisters-islands-marine-park).

3 Port users are also reminded to ensure continued compliance with the provisions of the Maritime and Port Authority of Singapore (Port) Regulations, when transiting within the waters of the Sisters’ Islands Marine Park.

4 Any queries relating to this circular should be directed to Capt Shawn Hoe (MPA) at Tel: +65 6773 7401 or Mr Collin Tong (NParks) at Tel: +65 6465 1684.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
BOUNDARIES OF SISTERS’ ISLANDS MARINE PARK (“SIMP”)

The Sisters’ Islands Marine Park is the waters bounded by a line joining the following geographical positions:

(a)
(1) 1°13.715'N 103°50.373'E on the southern shore of Pulau Tekukor
(2) 1°13.705'N 103°50.336'E
(3) 1°13.845'N 103°50.178'E
(4) 1°14.009'N 103°50.112'E
(5) 1°14.066'N 103°50.150'E
(6) 1°13.983'N 103°50.193'E
on the northern shore of Pulau Tekukor, including the seaward side of Pulau Tekukor;

(b)
(1) 1°12.775'N 103°50.220'E
(2) 1°12.714'N 103°50.170'E
(3) 1°12.694'N 103°50.028'E
(4) 1°12.728'N 103°49.959'E
(5) 1°12.937'N 103°49.821'E
(6) 1°13.049'N 103°49.878'E
(7) 1°13.068'N 103°49.919'E
(8) 1°13.040'N 103°50.013'E
(9) 1°12.959'N 103°50.078'E
(10) 1°12.924'N 103°50.164'E
(11) 1°12.881'N 103°50.182'E
(12) 1°12.842'N 103°50.198'E,
to the point of origin at (1), including Pulau Subar Darat and Pulau Subar Laut;

(c)
(1) 1°12.801'N 103°51.099'E on the southern shore of Pulau Sakijang Bendera
(2) 1°12.803'N 103°51.002'E
(3) 1°13.016'N 103°50.845'E
(4) 1°13.141'N 103°50.721'E
(5) 1°13.216'N 103°50.643'E
(6) 1°13.289'N 103°50.582'E
(7) 1°13.381'N 103°50.545'E
(8) 1°13.438'N 103°50.615'E
(9) 1°13.393'N 103°50.653'E on the northern shore of Pulau Sakijang Bendera, including the seaward side of Pulau Sakijang Bendera
THE SISTERS

(John’s Island)
PARK INFORMATION FOR SISTERS’ ISLANDS MARINE PARK

Opening Hours

Big Sister's Island (Pulau Subar Laut) is open to the public from 7am to 7pm on a daily basis. All other areas within the Sisters’ Islands Marine Park (Small Sister's Island and the reefs along the western coast of St John's Island and Pulau Tekukor) will be zoned strictly for conservation and research, and will not be open to the public.

Do’s and Don’ts

*These Do's and Don'ts serve only as a guide. They are not exhaustive or intended to be a complete list of the prohibitions or regulations governing our parks and any omission does not constitute a waiver of any offence. Please refer to the Parks and Trees Act (Cap. 216), the subsidiary legislation under the Act and any notices or signboards that have been put up within the parks for reference to the applicable rules and regulations.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 20 of 2017

6 November 2017

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

MARITIME AND PORT AUTHORITY OF SINGAPORE REVOCKES TRANSOCEAN OIL PTE LTD'S BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker supplier and bunker craft operator licences of Transocean Oil Pte Ltd (“Transocean”), with effect from 6 November 2017. Transocean will no longer be allowed to operate as bunker supplier and bunker craft operator in the Port of Singapore.

2 As part of MPA’s ongoing regulatory efforts to ensure the integrity of bunkering in Singapore, checks were conducted on Transocean in March and April this year. MPA’s investigations revealed that there were several falsifications of records and discrepancies in the stock movement logbooks on board the bunker tankers operated by Transocean. Given the seriousness of these breaches, MPA has revoked Transocean’s bunkering licences.

3 MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of its licence(s), including the suspension or revocation of licence(s).

4 Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Port and Shipping Community

PORT DUES CONCESSION FOR CONTAINER VESSELS, BULK CARRIERS AND OFFSHORE SUPPORT VESSELS

This circular supersedes Port Marine Circular No. 15 of 2016.

2 In light of the challenges facing the shipping, bulk and offshore marine industry, MPA will be extending the following port dues concession granted until 30 Jun 2018. This will assist to defray costs to the industry in the short term.

   Additional 10% Port Dues Concession for Container Vessels

3 MPA will continue to grant the additional 10% concession on port dues payable by ocean going container vessels carrying out cargo works with port stay of not more than 5 days.

4 The additional 10% concession is granted on remaining port dues payable after the port dues concession for green port programme, if applicable, and the existing 20% port dues concession for container vessels.

   10% Port Dues Concession for Bulk Carriers

5 The 10% concession on port dues payable by bulk carriers carrying out cargo works with port stay of not more than 5 days will also be extended.

   Port Dues Concession for Offshore Support Vessels

6 MPA will also continue to extend the incremental concessionary rate of $0.50/day for Offshore Support Vessels (OSVs) from the current 90 days to 180 days.
The above temporary economic relief measures were rolled out progressively between Nov 2015 and Apr 2016 and have continued to be extended till 30 Jun 2018. Hence, please ensure that your organisation makes plans for the transition once the relief measures are withdrawn from 1 Jul 2018.

For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR Hotline</td>
<td><a href="mailto:AR_MPA@mpa.gov.sg">AR_MPA@mpa.gov.sg</a></td>
<td>63751695</td>
</tr>
<tr>
<td>Mr Steven Qian</td>
<td><a href="mailto:Steven_QIAN@mpa.gov.sg">Steven_QIAN@mpa.gov.sg</a></td>
<td>63751661</td>
</tr>
</tbody>
</table>

YVONNE CHAN (MS)  
DIRECTOR (CORPORATE DEVELOPMENT) / CHIEF FINANCIAL OFFICER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 17 of 2017

9 October 2017

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

WITHDRAWAL OF 50% PORT DUES CONCESSION FOR MARPOL COMPLIANT DOUBLE-HULLED PORT LIMIT BUNKER TANKERS FROM 1 JAN 2018

Since January 2012, MPA has granted a 50% port dues concession for MARPOL-compliant double hulled (MCDH) port limit bunker tankers. The aim was to encourage the use of MCDH port limit bunker tankers in the Port of Singapore.

2 The International Maritime Organization (IMO) has since required Heavy Fuel Oil to only be carried by MCDH tankers from 2015. As the IMO requirement has been in force since 2015, the Maritime and Port Authority of Singapore (MPA) will be withdrawing the existing 50% port dues concession.

3 With effect from 1 January 2018, all port limit bunker tankers will be required to pay annually, port dues in full, at the prescribed rate. MCDH port limit bunker tankers with keel laid date before 1 January 2018 will however, continue to enjoy the 50% port dues concession until they reach 5 years of age. Please see Table A below for details.

Table A

<table>
<thead>
<tr>
<th>Age of Port Limit Bunker Tanker (“X”)</th>
<th>Applicable Port Dues Concession with effect from 1 Jan 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>MCDH with keel laid before 1 Jan 2018</td>
</tr>
<tr>
<td>(i) X ≤ 5 years</td>
<td>50% port dues concession</td>
</tr>
<tr>
<td>(ii) X &gt; 5 years</td>
<td>Not Applicable</td>
</tr>
</tbody>
</table>
The following port dues surcharges payable as detailed in **Table B** will continue to apply.

**Table B**

<table>
<thead>
<tr>
<th>Age of Port Limit Bunker Tanker (“X”)</th>
<th>Applicable Port Dues Surcharge</th>
<th>MCDH</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td>(i) X &lt; 16 years</td>
<td>Not Applicable</td>
<td></td>
<td>15% surcharge</td>
</tr>
<tr>
<td>(ii) 16 years ≤ X ≤ 17 years</td>
<td>15% surcharge</td>
<td></td>
<td>15% surcharge</td>
</tr>
<tr>
<td>(iii) 17 years &lt; X ≤ 30 years</td>
<td>15% increment surcharge for each subsequent year</td>
<td></td>
<td>15% increment surcharge for each subsequent year</td>
</tr>
</tbody>
</table>

Port Marine Circular No. 09 of 2011 will be cancelled with effect from 1 Jan 2018.

For clarifications, please contact MPA via the following means:

- **E-mail**
  - a. For clarifications on bunker tanker’s eligibility criteria: BSD@mpa.gov.sg
  - b. For clarifications on port dues-related matters: AR_MPA@mpa.gov.sg

- **Telephone**
  - 6325 2311/ 6325 2319/ 6325 2308

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
REQUEST FOR BANKER’S GUARANTEE OR INSURANCE BOND AND GENERAL INTERBANK RECURRING ORDER (GIRO)

1. Under MPA’s credit risk management framework, all customers transacting with MPA are required to provide a security deposit in the form of banker’s guarantee or insurance bond in exchange for credit term. As part of our pro-business efforts, MPA has reviewed our security requirement, and would waive this for exempted entities listed in Annex A. Unless otherwise exempted, customers would have to adhere to the credit security requirements.

2. In addition, to improve our customers’ payment efficiency, payment to MPA should be made via General Interbank Recurring Order (GIRO). With GIRO deduction, you will not need to monitor and process the invoices that are due for payment. You will save time and effort in managing the overall payment process. Prior to the weekly GIRO deduction, MPA will notify you the amount which will be deducted 3 days before the deduction date. In addition, if you sign up on GIRO, the amount of Banker’s Guarantee/Insurance Bond which you are required to lodge with MPA will be reduced as well.

3. If GIRO payment arrangement with MPA is not possible due to valid reason, we would like to encourage payments by other electronic means, instead of via cash or cheque.

4. MPA will correspond with the affected existing customers for specific follow-up.

5. For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
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<td>MPA AR Hotline</td>
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<td>63751695</td>
</tr>
</tbody>
</table>

YVONNE CHAN (MS)
DIRECTOR (CORPORATE DEVELOPMENT) / CHIEF FINANCIAL OFFICER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex A

List of Exempted Customers for Security Deposit Requirements by MPA

1. Singapore Government agencies
2. Charities and Institutions of a Public Character
3. Industry organisations and associations as classified in the SMF Singapore Maritime Services Guide
4. MPA public licensees
5. Local individuals who own pleasure craft owners
6. Corporate customers with annual turnover less than $5,000 with MPA
4 October 2017

Shipping Community
Harbour Craft Community

PERSONS AUTHORISED TO SUPPLY WATER TO OCEAN GOING VESSELS AND HARBOUR CRAFT IN PORT

Under the Maritime and Port Authority of Singapore Act (Cap. 170A), no person shall supply water to vessels within the port unless –

(a) he is authorised to do so by a public licence or an exemption granted by the Maritime and Port Authority of Singapore (“MPA”) pursuant to section 81(1) of the Maritime and Port Authority of Singapore Act (Cap. 170A); or

(b) he does so through MPA or by agreement with MPA pursuant to regulation 74 of the Maritime and Port Authority of Singapore (Port) Regulations.

2 The list of persons authorised to supply water to ocean-going vessels and harbour craft at specific locations in the port by public licence or agreement with MPA is set out in Appendix 1.

3 The services of PSA Marine Pte Ltd and DEWS Pte Ltd and the legacy wooden waterboats set out in Appendix 2 may be enlisted for supply of water via waterboats.
4 Reports on any unauthorised person(s) supplying water to ocean going vessels and harbour craft in port may be made to the following address for MPA's investigation.

Attention: Ancillary Services & Inspection, Maritime and Port Authority of Singapore
7B Keppel Road, #21-07
Tanjong Pagar Complex
Singapore 089055

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
### Appendix 1

**PERSONS AUTHORISED TO SUPPLY WATER TO OCEAN GOING VESSELS AND HARBOUR CRAFT IN PORT**

<table>
<thead>
<tr>
<th>Company Name</th>
<th>Location(s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Bok Seng Logistics Pte Ltd</td>
<td>12 Pioneer Sector 1&lt;br&gt;Singapore 628423</td>
</tr>
<tr>
<td>2. Chevron Singapore Pte Ltd</td>
<td>210, Jalan Buroh&lt;br&gt;Singapore 609831</td>
</tr>
<tr>
<td>3. CrestSA Marine &amp; Offshore Pte. Ltd.</td>
<td>15 Pandan Road&lt;br&gt;Singapore 609263</td>
</tr>
<tr>
<td>4. DDW-PaxOcean Shipyard Pte. Ltd.</td>
<td>33, Tuas Crescent&lt;br&gt;Singapore 638722</td>
</tr>
<tr>
<td>5. Dews Pte Ltd</td>
<td>Via water boats within the port limits.</td>
</tr>
<tr>
<td>6. Jurong Port Pte Ltd</td>
<td>Jurong Port, 37 Jurong Port Road&lt;br&gt;Singapore 619110</td>
</tr>
<tr>
<td></td>
<td>Offshore Marine Centre, 101 Tuas South Avenue 8&lt;br&gt;Singapore 637423</td>
</tr>
<tr>
<td></td>
<td>Marina South Wharves, 71 Marina Coastal Drive&lt;br&gt;Singapore 018946</td>
</tr>
<tr>
<td>7. Jurong Shipyard Pte Ltd</td>
<td>29 Tg. Kling Road&lt;br&gt;Singapore 628054</td>
</tr>
<tr>
<td></td>
<td>80 Tuas South Boulevard&lt;br&gt;Singapore 637051</td>
</tr>
<tr>
<td>8. Keppel FELS Limited</td>
<td>50, Gul Road&lt;br&gt;Singapore 629351</td>
</tr>
<tr>
<td>9. Keppel Shipyard Limited - Benoi</td>
<td>15, Benoi Road&lt;br&gt;Singapore 629888</td>
</tr>
<tr>
<td>10. Keppel Shipyard Limited – Gul</td>
<td>55, Gul Road&lt;br&gt;Singapore 629353</td>
</tr>
<tr>
<td>11. Keppel Shipyard Limited - Tuas</td>
<td>51, Pioneer Sector 1&lt;br&gt;Singapore 628437</td>
</tr>
<tr>
<td>12. Kim Hock Offshore &amp; Marine Pte Ltd</td>
<td>32 Tuas Basin Link&lt;br&gt;Singapore 638767</td>
</tr>
<tr>
<td>13. Mencast Offshore &amp; Marine Pte Ltd</td>
<td>42E Penjuru Road, Mencast Central, Singapore 609161</td>
</tr>
<tr>
<td>14. Ocean Tankers (Pte.) Ltd</td>
<td>37, Tuas Road&lt;br&gt;Singapore 638503</td>
</tr>
<tr>
<td>15. PSA Corporation Ltd</td>
<td>Keppel Terminal and Tanjong Pagar Terminal&lt;br&gt;Keppel Road</td>
</tr>
<tr>
<td>No.</td>
<td>Company Name</td>
</tr>
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<td>16.</td>
<td>PSA Marine Pte Ltd</td>
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<td></td>
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</tr>
<tr>
<td>17.</td>
<td>SATS-Creuers Cruise Services Pte Ltd</td>
</tr>
<tr>
<td>18.</td>
<td>Sembcorp Marine Repairs &amp; Upgrades Pte. Ltd.</td>
</tr>
<tr>
<td>19.</td>
<td>Singapore Cruise Centre Pte Ltd</td>
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<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>20.</td>
<td>Singapore Petroleum Company Ltd</td>
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<tr>
<td>21.</td>
<td>Singapore Technologies Marine Ltd</td>
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<td></td>
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<tr>
<td>22.</td>
<td>SMIT Singapore Pte Ltd</td>
</tr>
<tr>
<td>23.</td>
<td>Tanoto Shipyard Pte Ltd</td>
</tr>
<tr>
<td>24.</td>
<td>Toll Offshore Petroleum Services Pte. Ltd.</td>
</tr>
<tr>
<td>25.</td>
<td>UT Singapore Services Pte. Ltd</td>
</tr>
<tr>
<td>26.</td>
<td>Vopak Terminals Singapore Pte Ltd</td>
</tr>
<tr>
<td>No.</td>
<td>Company Name</td>
</tr>
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</tr>
<tr>
<td>27.</td>
<td>Yew Choon Pte Ltd</td>
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<td></td>
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</tbody>
</table>
HARBOUR CRAFT LICENCE NUMBER OF THE WOODEN WATERBOATS

1. SC 2856A
2. SC 2920G
3. SC 2980J
4. SC 3150C
NEW PORT DUES INCENTIVES ON THE USE OF LNG AS MARINE FUEL IN THE PORT OF SINGAPORE

An announcement was made in Oct 2016 during the 19th Singapore International Bunkering Conference and Exhibition (SIBCON) on the introduction of two new incentive programmes by the Maritime and Port Authority of Singapore (MPA) to encourage the use of LNG as a marine fuel in the Port of Singapore.

A) 5-Year Waiver of Craft Port Dues for LNG-fuelled Harbour Craft

2. This programme entitles LNG-fuelled harbour craft newbuildings to a waiver of craft port dues for a period of 5 years. Please see table below for details:

| Qualifying criteria | a) Applicable to LNG fuelled harbour craft\(^1\) newbuildings.  
b) Application for registration must be submitted between 1 Oct 2017 and 31 Dec 2019.  
c) Harbour craft must be mechanically propelled and the main engine(s) of the vessel powered by LNG (whether pure-LNG fuelled or LNG-dual fuelled). |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Period of waiver</td>
<td>a) 5 years from the licence commencement date</td>
</tr>
</tbody>
</table>

\(^1\) The applicable harbour craft categories are SB/SC/SP/SR/ST
### Registration

- **a)** Facilitated via current registration process for new harbour craft licence. Please contact MPA’s One-Stop Document Centre (OSDC) to arrange for registration:
  - **Address:** 7A Keppel Road, #01-26, Tanjong Pagar Complex, Singapore 089054
  - **Contact no:** 6325 2373
  - **Email:** osdc.mpa@mpa.gov.sg

### Others

- **a)** Waiver will be reflected in the craft port dues invoice at the beginning of each licence billing cycle.
- **b)** LNG-fuelled harbour craft that either de-license as a harbour craft, or fail to renew their harbour craft licence within the 5-year period will not be eligible for the waiver for subsequent years.

---

### B) 10% Port Dues Concession for Green Port Programme Vessels that engage LNG-fuelled Harbour Craft for Port Operations

3. This programme grants 10% port dues concession to Green Port Programme (GPP) registered vessels that are serviced by LNG-fuelled harbour craft during their port stay. This is in addition to the 25% port dues concession that GPP-registered vessels receive for adopting measures to cap sulphur emissions to ≤ 0.50% m/m during their stay in the Port of Singapore. Further details can be found in the table below:

| Qualifying criteria | a) Applicable to GPP-registered vessels that engage an LNG-fuelled harbour craft for port operations.  
| b) GPP-registered vessel must use one of the following during their port stay of 5 days or less:  
  (i) LNG as a marine fuel in the Port of Singapore; or  
  (ii) Clean fuels with a sulphur content of ≤ 0.50% m/m; or  
  (iii) Approved abatement/scrubber technology by which sulphur content of ≤ 0.50% m/m is achieved.  
| c) In order for GPP vessel owners to enjoy the 10% port dues concession, the LNG-fuelled harbour craft operators are required to make daily declarations to verify that they serviced the respective GPP registered vessels. |


### Registration

| For GPP-registered vessels | a) Shipowners/charterers should ensure that the requisite vessel registration and declarations under the GPP are made. Please refer to “Port Marine Circular No. 11 of 2016 (‘Enhancements to Maritime Singapore Green Initiative – Green Port Programme’)” for more information on GPP registration and declarations. |

| For LNG-fuelled harbour craft operators | a) LNG-fuelled harbour craft operators serving the GPP vessels are required to register to the “Service Information System for Declarations” via MPA’s Marinet platform. |
a) The port dues concession enjoyed under this programme is capped at 10% regardless of the frequency the GPP-registered vessel is serviced by LNG-fuelled harbour craft during each port stay.
b) The 10% port dues concession is valid in addition to any other concessions enjoyed by the GPP-registered vessel.
c) The concession will be reflected in the port dues invoice for the particular port call.

4. For queries on these two programmes, please contact Mr James Seow at 6325 2306 or email james.seow@mpa.gov.sg. For queries related to harbour craft licensing, please contact MPA’s One-Stop Document Centre at 6325 2373 or email osdc_mpa@mpa.gov.sg.

DR PARRY OEI
DIRECTOR PORT SERVICES / CHIEF HYDROGRAPHER
FOR CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
This circular informs of the amendments to the Maritime and Port Authority of Singapore (Port) Regulations which came into effect on 18 Sep 2017.

2 Some major legislative amendments are as follows:

i. Amendment of Regulation 29: Regulation 29 restricts entry into and movement within Cruise Bay, Keppel Harbour, East Johor Strait, Damar Laut Basin, Jurong River or West Jurong Sector, for vessels of 300GT or more, or height or length of 30m or more. The regulation sets out the updated coordinates of the Keppel Harbour and the Western Sector as charted in Appendix A (Keppel Harbour) and Appendix B (Western Sector).

ii. New Regulation 29A and Fifth Schedule: Regulation 29A sets out the applicable restrictions for vessels crossing under bridges listed in the Fifth Schedule.

iii. Deletion of Regulation 32: Regulation 32 has been deleted as all references to main fairways within the port have been removed since 01 January 2012. Vessels are reminded to comply with the provisions of COLREGS when navigating within port, including Rule 15. Rule 15
requires a vessel which has the other on her own starboard side to keep out of the way, and where the circumstances of the case admit, to avoid crossing ahead of the other vessel.

iv. **New Regulation 42A:** Regulation 42A introduces new safety requirements for places used for embarking and disembarking passengers.

v. **Amendment of Regulation 49:** Regulation 49 sets out the updated coordinates of Cruise Bay, as charted in Appendix C.

vi. **Amendment of Regulation 59:** Regulation 59 sets out the applicable restrictions against night towing in the Western Sector.

vii. **Amendment of Regulation 62:** Regulation 62 sets out the applicable speed limits in the Cruise Bay and East Johor Strait.

3 The complete set of the MPA (Port) (Amendment) Regulations 2017 was published in the Gazette on 15 Sep 2017, Friday. A copy of the legislation can be electronically downloaded at [http://www.egazette.com.sg](http://www.egazette.com.sg), or may be purchased from Toppan Leefung Pte Ltd:

**Toppan Leefung Pte Ltd**
Legal Publication
Great World City, East Tower, #18-01/06
1 Kim Seng Promenade, Singapore 237994
Tel: 6826 9691
Fax: 6820 3341
E-mail: legalpub@toppanleefung.com
Website: www.toppanleefung.com/webshop
Mon–Fri: 9.30am–6pm
Sat, Sun and Public Holidays: Closed.

4 We would like to remind the shipping, harbour craft and pleasure craft communities to ensure compliance with the provisions of the MPA (Port) (Amendment) Regulations 2017.

5 Any queries relating to this circular should be directed to Capt Shawn Hoe at Tel: +65 6773 7401.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
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
(c) by deleting the word “Authority” in sub-paragraph (h) and substituting the words “Port Master”.

Amendment of regulation 7

6. Regulation 7 of the principal Regulations is amended by deleting paragraphs (2) and (3) and substituting the following paragraphs:
“(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.

(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.”.

Amendment of regulation 8

7. Regulation 8 of the principal Regulations is amended by deleting the words “control station” in paragraph (a) and substituting the words “control centre”.

Deletion of regulation 13

8. Regulation 13 of the principal Regulations is deleted.

Amendment of regulation 14

9. Regulation 14(1) of the principal Regulations is amended by deleting the word “impede” and substituting the words “interfere with the function of”.

Amendment of regulation 15

10. Regulation 15(2) of the principal Regulations is amended —

(a) by inserting the word “and” at the end of sub-paragraph (b);

(b) by deleting the word “; and” at the end of sub-paragraph (c) and substituting a full-stop; and

(c) by deleting sub-paragraph (d).
Amendment of regulation 16

11. Regulation 16 of the principal Regulations is amended —

(a) by deleting the words “efficient and easy” in paragraph (1)(a) and substituting the words “efficient, safe and easy”; and

(b) by deleting paragraphs (2), (3) and (4) and substituting the following paragraph:

“(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.”.

Amendment of regulation 17

12. Regulation 17 of the principal Regulations is amended —

(a) by inserting, immediately after the words “First Schedule” in paragraph (1)(b), the words “, where applicable”; and

(b) by deleting the words “shall exonerate” in paragraph (4) and substituting the word “exonerates”.

Amendment of regulation 19

13. Regulation 19 of the principal Regulations is amended —

(a) by deleting the word “shall” and substituting the word “must”; and

(b) by renumbering the regulation as paragraph (1) of that regulation, and by inserting immediately thereafter the following paragraph:

“(2) In this regulation, “sea-going vessel” means any vessel going beyond the Singapore port limits.”.
Amendment of regulation 20

14. Regulation 20 of the principal Regulations is amended —
   (a) by deleting the definitions of “designated communications centre” and “GRT” in paragraph (1);
   (b) by deleting the words “designated communications centre” in the definition of “report” in paragraph (1) and substituting the words “designated control centre”;
   (c) by deleting the words “shall apply” in paragraph (2) and substituting the word “applies”; and
   (d) by deleting “GRT” wherever it appears in paragraph (2)(a) and (b) and substituting in each case “GT”.

Amendment of regulation 21

15. Regulation 21(2) of the principal Regulations is amended by deleting the word “prescribed” and substituting the word “required”.

Amendment of regulation 22

16. Regulation 22 of the principal Regulations is amended —
   (a) by deleting the word “prescribed” in paragraphs (1), (2)(b), (c) and (d), (3) and (4)(b) and substituting in each case the word “required”;
   (b) by deleting the words “shall not” in paragraph (2) and substituting the words “does not”; and
   (c) by deleting the words “shall ensure” in paragraph (2)(b) and substituting the words “must ensure”.

Amendment of regulation 23

17. Regulation 23(1) of the principal Regulations is amended —
   (a) by deleting the word “he” and substituting the words “the person-in-charge”; and
   (b) by deleting the word “shall” and substituting the words “is to”.

Amendment of regulation 24

18. Regulation 24 of the principal Regulations is amended —
   (a) by deleting the word “he” in paragraph (1) and substituting the words “the person-in-charge”;
(b) by deleting the word “he” in paragraph (2) and substituting the words “the master”; and
(c) by deleting the words “referred to” in paragraph (2) and substituting the word “mentioned”.

Amendment of regulation 25

19. Regulation 25 of the principal Regulations is amended by deleting the words “he shall” in paragraphs (1) and (2) and substituting in each case the words “the master must”.

Deletion and substitution of regulation 29 and new regulation 29A

20. Regulation 29 of the principal Regulations is deleted and the following regulations substituted therefor:

“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°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.

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.”.

Deletion of regulation 32

21. Regulation 32 of the principal Regulations is deleted.

Amendment of regulation 33

22. Regulation 33 of the principal Regulations is amended —
   (a) by deleting the word “or” at the end of paragraph (1)(b)(i);
   (b) by deleting the full-stop at the end of sub-paragraph (ii) of paragraph (1)(b) and substituting the word “; or”, and by inserting immediately thereafter the following sub-paragraph:
   “(iii) likely to be a nuisance to any member of the public.”; and
   (c) by deleting the words “No person shall” in paragraph (2) and substituting the words “Subject to paragraph (3), no person may”.

Amendment of regulation 37

23. Regulation 37 of the principal Regulations is amended —
   (a) by inserting, immediately before the word “permission”, wherever it appears, the word “written”; and
   (b) by deleting the word “he” and substituting the words “the Port Master”.

Amendment of regulation 38

24. Regulation 38 of the principal Regulations is amended by deleting the regulation heading and substituting the following regulation heading:
   “Unauthorised berthing, etc.”.
Amendment of regulation 39

25. Regulation 39 of the principal Regulations is amended —
(a) by deleting the words “Customs (Authorised Piers and Places for Import by Sea) Regulations (Cap. 70, Rg 6)” in paragraph (1)(a) and substituting the words “Customs (Authorised Piers and Places) Regulations 2011 (G.N. No. S 708/2011)”;
(b) by deleting the words “Customs (Authorised Piers and Places for Transhipment, Export and Transit by Sea) Regulations (Cap. 70, Rg 5)” in paragraph (2)(a) and substituting the words “Customs (Authorised Piers and Places) Regulations 2011”; and
(c) by deleting paragraph (4) and substituting the following paragraph:
“(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.”.

Amendment of regulation 42

26. Regulation 42(1) of the principal Regulations is amended by deleting the words “Jardine Pier, Clifford Pier and West Coast Ferry Terminal 2” and substituting the words “Marina South Pier and West Coast Pier”.

New regulation 42A

27. The principal Regulations are amended by inserting, immediately after regulation 42, the following regulation:

“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.”.

Amendment of regulation 43

28. Regulation 43(2) of the principal Regulations is amended by deleting the words “, or in a manner contrary to the Port Master’s directions, shall be guilty of an offence under these Regulations” and substituting the words “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”.

Amendment of regulation 45

29. Regulation 45(3) of the principal Regulations is amended by inserting, immediately after the word “offence”, the words “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”.

Deletion and substitution of regulation 49

30. Regulation 49 of the principal Regulations is deleted and the following regulation substituted therefor:

“Prohibitions and restrictions in Cruise Bay

49.—(1) No person may cause or permit a vessel exceeding 52 metres in height to enter or remain in the Cruise Bay.

(2) No person may cause or permit a vessel in the Cruise Bay to be modified to attain a height exceeding 52 metres.
(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.”.

Deletion of regulation 51

31. Regulation 51 of the principal Regulations is deleted.

Deletion of regulation 55

32. Regulation 55 of the principal Regulations is deleted.

Amendment of heading to Part XIII

33. Part XIII of the principal Regulations is amended by deleting the word “OPERATIONS” in the Part heading.

Deletion of regulation 57

34. Regulation 57 of the principal Regulations is deleted.

Deletion of regulation 58

35. Regulation 58 of the principal Regulations is deleted.
Deletion and substitution of regulation 59

36. Regulation 59 of the principal Regulations is deleted and the following regulation substituted therefor:

"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 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.”.
Amendment of regulation 60

37. Regulation 60 of the principal Regulations is amended by deleting paragraph (2) and substituting the following paragraph:

“(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.”.

Amendment of regulation 61

38. Regulation 61 of the principal Regulations is amended —
(a) by deleting the words “the Quarantine and Immigration Anchorage” in paragraph (1)(b) and substituting the words “a quarantine and immigration anchorage”; and
(b) by deleting the words “Quarantine and Immigration Anchorage” in paragraph (2)(a) and substituting the words “quarantine and immigration anchorage”.

Deletion and substitution of heading to Part XV

39. Part XV of the principal Regulations is amended by deleting the Part heading and substituting the following Part heading:

“SPEED LIMITS AND GENERAL PROHIBITIONS”.

Amendment of regulation 62

40. Regulation 62 of the principal Regulations is amended by deleting paragraph (2) and substituting the following paragraphs:

“(2) No person may cause or permit a vessel navigating in the Cruise Bay to proceed at a speed exceeding 6 knots.
(3) No person may cause or permit a vessel navigating in the East Johore Strait to proceed at a speed exceeding 12 knots.
(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.”.
Amendment of regulation 64

41. Regulation 64 of the principal Regulations is amended —

(a) by deleting the words “shall, within the port or at the anchorages” and substituting the words “may, within the port”;

(b) by deleting the word “he” and substituting the words “the person”; and

(c) by renumbering the regulation as paragraph (1) of that regulation, and by inserting immediately thereafter the following paragraph:

“(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.”.

Deletion and substitution of regulation 66

42. Regulation 66 of the principal Regulations is deleted and the following regulation substituted therefor:

“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.”.

Deletion and substitution of regulation 76

43. Regulation 76 of the principal Regulations is deleted and the following regulation substituted therefor:

“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.”.
Deletion and substitution of regulation 78

44. Regulation 78 of the principal Regulations is deleted and the following regulation substituted therefor:

“Penalty

78. 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(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), 61(1), 2 or (3), 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),

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.”.

Amendment of regulation 79

45. Regulation 79 is amended —

(a) by deleting the words “26, 28, 42 and 48 shall apply” and substituting the words “27, 28, 29, 43, 49 and 49A apply”; and

(b) by deleting the words “shall ensure” and substituting the words “must ensure”.

Amendment of First Schedule

46. The First Schedule to the principal Regulations is amended by deleting items 32 and 37.

New Fifth Schedule

47. The principal Regulations are amended by inserting, immediately after the Fourth Schedule, the following Schedule:
### Navigation Under Bridge

<table>
<thead>
<tr>
<th>Name of Bridge</th>
<th>Maximum Height of Vessel in metres</th>
<th>Maximum Beam of Vessel in metres</th>
<th>Part of Bridge Where Vessel May Pass Under</th>
<th>Other Restrictions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jalan Buroh Bridge</td>
<td>7.3</td>
<td>25</td>
<td>Any part</td>
<td>Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master</td>
</tr>
<tr>
<td>Sungei Pandan Bridge</td>
<td>2.8</td>
<td>No maximum</td>
<td>At centre of span of bridge</td>
<td>Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master</td>
</tr>
<tr>
<td>Second Crossing Bridge at Tuas</td>
<td>10</td>
<td>15</td>
<td>Between Piers 24 and 25</td>
<td>(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.</td>
</tr>
</tbody>
</table>
Miscellaneous amendments

48. The principal Regulations are amended —

(a) by deleting the word “shall” wherever it appears in the following provisions and substituting in each case the word “must”:

Regulations 3A(1), 5(1) and (2), 6, 8, 9(1) and (2), 10, 12, 15(2), 16(1), 17(1) and (2), 18, 21(1), (2) and (3), 22(1), (3) and (4), 24(2) and (3), 26(1) and (2), 27, 35(2), 54(3), 63A(1) and (2), 63B(1), 63C(1) and (3)(a) and (b), 63D(1), 63H(1) and (2), 67, 68 and 75(3), paragraphs 35 and 36 of the First Schedule and paragraph 1 of the Second Schedule;

(b) by deleting the words “shall not be” in regulation 11 and substituting the words “is not”;

(c) by deleting the word “shall” wherever it appears in the following provisions and substituting in each case the word “may”:

Regulations 14(1), 15(1), 30, 31(1), 33(1), 34, 35(1), 37, 38, 39(1) and (2), 40, 41, 42(2), (3), (4) and (5), 44, 46, 47(1) and (2), 48, 49A(1), 50(1) and (3), 52, 53, 54(1) and (4), 56(1), 60(1), 61(1), (2) and (3), 62(1), 63, 63E(2), 63G(1) and (2), 65, 69, 70, 71(1), 73(1), 74 and 75(1) and (2), paragraph 1.1 of the Third Schedule and the Fourth Schedule;

(d) by deleting the words “designated communications centre” in the following provisions and substituting in each case the words “designated control centre”:

Regulations 22(2)(b) and (c) and (4), 23(1) and (2), 24(1), 25(2), 26(2) and 27;

(e) by deleting the word “shall” in regulation 28;

(f) by deleting the word “shall” in regulations 31(2) and 61(4) and substituting in each case the word “does”;

(g) by deleting the words “shall be” in regulation 63C(2) and paragraph 2.1.5 of the Third Schedule and substituting in each case the word “is”; and

(h) by deleting “GRT” wherever it appears in the Second Schedule and substituting in each case “GT”.
49.—(1) Despite regulation 5(a), regulation 5(1)(g) of the principal Regulations as in force immediately before 18 September 2017 continues to apply to or in relation to any fire on board a vessel or any stranding, grounding or collision involving a vessel that occurred before that date.

(2) Despite regulation 6, regulation 7(2) and (3) of the principal Regulations as in force immediately before 18 September 2017 continues to apply to or in relation to any inquiry relating to a fire on board a vessel, a stranding or grounding of a vessel, a collision involving a vessel, or an accident or damage to a vessel, that occurred before that date.

Made on •• ••• 2017.

NIAM CHIANG MENG
Chairman,
Maritime and Port Authority of Singapore.

[MPA 46/01.C08.V21.; AG/LLRD/SL/170A/2010/12 Vol. 3]
Port and Shipping Community

CONCESSIONARY PORT DUES RATES FOR (A) VESSELS CARRYING OUT REPAIR WORKS AT MPA SPECIFIED SHIPYARDS AND (B) OFFSHORE SUPPORT VESSELS WITHOUT CARGO OPERATIONS AT MPA SPECIFIED OFFSHORE MARINE FACILITIES

1 Under MPA’s current port dues structure, the Category 3 concessionary port dues rates are granted to vessels carrying out repair works at MPA specified shipyards while the Category 4 concessionary port dues rates are granted to offshore support vessels without cargo operations at MPA specified offshore marine facilities.

2 Please be reminded that the respective concessionary port dues rates are granted only to vessels calling at MPA specified waterfront facilities for repair works or offshore support vessel activities without cargo works. For vessel calls that enjoy these concessionary port dues rates, please note that these may be subjected to audit by MPA for compliance from time to time.

3 For vessels calling at MPA specified waterfront facilities for all other purposes except those specified above, port dues rates in accordance with the purpose of call will apply. The details of these rates can be found on the MPA website (http://www.mpa.gov.sg).

4 For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>AR Hotline</td>
<td><a href="mailto:AR_MPA@mpa.gov.sg">AR_MPA@mpa.gov.sg</a></td>
<td>63751695</td>
</tr>
</tbody>
</table>

YVONNE CHAN (MS)
DIRECTOR (CORPORATE DEVELOPMENT) / CHIEF FINANCIAL OFFICER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

NON-RENEWAL OF BUNKERING LICENCES –
PANOIL PETROLEUM PTE LTD AND UNIVERSAL ENERGY PTE LTD

The Maritime and Port Authority of Singapore (MPA) will not be renewing the bunker supplier licences of Panoil Petroleum Pte Ltd and Universal Energy Pte Ltd when they expire on 31 August 2017. The bunker craft operator licence of Universal Energy Pte Ltd will also not be renewed. Both companies will no longer be allowed to operate as a bunker supplier and bunker craft operator in the Port of Singapore.

2 Panoil Petroleum Pte Ltd made unauthorised alterations on the pipelines of their bunker tankers and has accumulated demerit points for non-compliances to the bunkering procedures.

3 Separately, Universal Energy Pte Ltd accumulated demerit points for delivery of bunkers that were severely aerated as well as stoppages during bunkering operations.

4 With the demerit points accumulated, Panoil Petroleum Pte Ltd and Universal Energy Pte Ltd have failed to be accredited under the Accreditation Scheme for Bunker Suppliers. This is a key requirement for the renewal of bunker licences under the terms and conditions of the licences.

1 Jointly developed by MPA and the Singapore Shipping Association and implemented on 1 June 2003, the demerit points system is part of the Accreditation Scheme for Bunker Suppliers. The Scheme aims to recognise good bunker suppliers and deter malpractice in the industry. Annual renewal of the bunkering licence is subject to bunker suppliers achieving the accreditation qualifications. For details of the Scheme, please visit http://www.mpa.gov.sg/web/portal/home/port-of-singapore/port-operations/bunkering/accreditation-scheme/accreditation-scheme-for-bunker-suppliers.
MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of their licences.

Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
The Maritime and Port Authority of Singapore (MPA) has revoked the bunker craft operator licence of Panoil Petroleum Pte Ltd with effect from 14 August 2017. Panoil Petroleum Pte Ltd will no longer be allowed to operate as a bunker craft operator in the Port of Singapore.

As part of MPA’s on-going regulatory efforts to ensure the safety, reliability and quality of bunker supplies in Singapore, checks were conducted on Panoil Petroleum Pte Ltd between January and March 2017.

MPA’s checks revealed that unauthorised alterations were made on board five bunker tankers operated by Panoil Petroleum Pte Ltd.

The unauthorised alterations were made on the pipelines of the bunker tankers between the Mass Flow Meters (MFM) and the flow boom. Such alterations allow bunker fuel that have been measured by the MFM to be siphoned out and undermines the accuracy of the readings from the MFM system. The unauthorised alterations breached the terms and conditions of Panoil Petroleum Pte Ltd’s bunker craft operator licence.

MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences.
Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI  
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER  
for CHIEF EXECUTIVE  
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 08 OF 2017

20 Jul 2017

Shipping Community

REVISION OF INSPECTION SCHEDULE FOR ISSUANCE OF SHIP SANITATION CERTIFICATE

The National Environment Agency (NEA) has revised the ship inspection schedule for the issuance of Ship Sanitation Certificate.

2 NEA’s circular on the revision of inspection schedule is attached as Annex.

3 Any queries relating to this circular should be directed to the Port Health Office at Tel: +65 6222 2585.

CAPT KEVIN WONG
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Ref: Q75/7/01

16 June 2017

Shipping Community

Dear Sir/Mdm,

**REVISED SHIP INSPECTION SCHEDULE FOR ISSUANCE OF SHIP SANITATION CERTIFICATE**

Please be informed that with effect from 1 September 2017, NEA Port Health’s ship inspection schedule for the issuance of Ship Sanitation Certificate will be revised from 6.00am – 11.00pm to 7.00am – 7.00pm daily, inclusive of weekends & Public Holidays. This revision is necessary due to safety concerns faced by our officers boarding and disembarking from ships in the open sea during night inspections.

2. The revised inspection schedule will be applicable for ships berthed at the Singapore Port Anchorages and alongside Jurong Island. However, the revised ship inspection schedule will not affect ships berthed at the container terminals at Tanjong Pagar, Keppel, Brani, Pasir Panjang, Jurong Port and Sembawang. Ship inspection at these container terminals will remain between 6.00am and 11.00pm, inclusive of weekends/Public Holidays.

3. We would also like to remind the shipping community that application for Ship Sanitation Certificate must be submitted to NEA Port Health at least 24 hours before time of inspection.

4. If you need any clarification, please contact Port Health office at Tel: 6222 2585 or email: port_health_cro@nea.gov.sg.

Thank you for your cooperation on this matter.


Pang Fung Yin (Dr)
Head
Central Regional Office
Environmental Public Health Operations Department
National Environment Agency
Shipping Community
Harbour Craft Community
Pleasure Craft Community

APPOINTMENT OF PORT MASTER

1. This circular supersedes Port Marine Circular No. 9 of 2014.

2. We are pleased to inform you that with effect from 1 April 2017, Capt Kevin Wong Kar Weng has been appointed as the Port Master of MPA.

3. Capt Charles Alexandar De Souza remains as the Deputy Port Master of MPA.

4. The contact details are as follows:

   During Office Hours (Fax No.: 6325 2454) Tel No.
   Capt Kevin Wong Kar Weng 6325 2455
   Kevin_WONG@mpa.gov.sg

   Capt Charles Alexandar De Souza 6325 2420
   Charles_Alexandar_De_Souza@mpa.gov.sg

   After Office Hours (Fax No.: 6325 2484) Tel No.
   Marine Safety Control Centre 6325 2488 / 6325 2489
Shipping Community

WATER PRICE REVISIONS FOR SHIPPING CUSTOMERS

To ensure financial sustainability in maintaining the water system, Public Utilities Board (PUB) had carried out a holistic review of its water price for non-domestic potable water users.

2. Taking into consideration the rising operational costs and heavy investment in water infrastructure, water prices will be revised from 1 July 2017. The Waterborne Fee (WBF) and the Water Conservation Tax (WCT) will go up in two phases as follows:

<table>
<thead>
<tr>
<th>Price Components</th>
<th>Water Price for Shipping Customers (Current)</th>
<th>Water Price for Shipping Customers (Revised)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>From 1 Jul 2017</td>
<td>From 1 Jul 2018</td>
</tr>
<tr>
<td>Potable Water Tariff ($/m³)</td>
<td>1.92</td>
<td>1.92</td>
</tr>
<tr>
<td>Water Conservation Tax ($/m³)</td>
<td>0.58 (30% of $1.92)</td>
<td>0.67 (35% of $1.92)</td>
</tr>
<tr>
<td>Waterborne Fee ($/m³)</td>
<td>0.56</td>
<td>0.78</td>
</tr>
<tr>
<td>Total ($/m³)</td>
<td>3.06</td>
<td>3.37</td>
</tr>
</tbody>
</table>

3. For any queries or clarifications, please contact:
<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>PUB Call Centre</td>
<td>-</td>
<td>1800-2255-782</td>
</tr>
<tr>
<td>MPA AR Hotline</td>
<td><a href="mailto:AR_MPA@mpa.gov.sg">AR_MPA@mpa.gov.sg</a></td>
<td>63751695</td>
</tr>
</tbody>
</table>

YVONNE CHAN (MS)
DIRECTOR (CORPORATE DEVELOPMENT) / CHIEF FINANCIAL OFFICER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 03 OF 2017

19 Jan 2017

Shipping Community

PROHIBITION OF ANCHORING IN THE STRAITS OF MALACCA AND SINGAPORE

1   This circular supersedes Port Marine Circular No. 5 of 2001.

2   Vessels have been observed anchoring off the Traffic Separation Scheme (TSS) and Precautionary Areas in the Straits of Malacca and Singapore. These vessels are not only obstructing port approaches and traffic flow but also pose a risk to the safety of navigation and marine environment.

3   Reference is made to the International Maritime Organization Circular, SN.1/Circ.282, which vessels are advised not to anchor in all areas in the Straits of Malacca and Singapore between the landward limit of the TSS or precautionary areas, and adjacent port limits. Vessels are to anchor in the appropriate anchorages designated by the three littoral States.

4   Vessels found to be indiscriminately anchored and in contravention of Rule 10 (g) of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) in the Singapore Strait will be reported to their Flag State. Where submarine cable damage occurs, the Maritime and Port Authority of Singapore will promptly share information with the cable owner(s) and other interested parties to facilitate legal proceedings to recover compensation from the owners and masters of vessels responsible for the damage.

5   The International Maritime Organization Circular, SN.1/Circ.282 (as attached) provides further information on the prohibition of anchoring in the Straits of Malacca and Singapore.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
SAFETY OF NAVIGATION

INFORMATION CONCERNING ANCHORING IN THE
TRAFFIC SEPARATION SCHEME IN THE STRAITS OF
MALACCA AND SINGAPORE

At the request of the Governments of Indonesia, Malaysia and Singapore, the information contained in the annex, concerning anchoring in the traffic separation scheme in the Straits of Malacca and Singapore, is brought to the attention of Member Governments.

***
ANNEX

PROHIBITION OF ANCHORING IN
THE STRAIT OF MALACCA AND SINGAPORE

There has been a proliferation of vessels anchoring within the Traffic Separation Scheme (TSS) and Precautionary Areas in the Straits of Malacca and Singapore as well as between the landward limits of the TSS and approaches to the ports. These vessels pose a risk to the safety of navigation by obstructing port approaches and traffic flow.

There have been several reported cases of collision incidents involving vessels as well as reports on submarine cable damage caused by such indiscriminate anchoring of vessels at non designated anchorages along the Straits of Malacca and Singapore.

Mariners are therefore reminded not to anchor in all areas in the TSS of the Straits of Malacca and Singapore (Rule 10 (g) of the COLREGs also refers); as well as between the landward limits of the TSS and approaches to the ports. Vessels entering any port in any of the littoral States are to anchor in the anchorages designated by the respective littoral States only.

Mariners are hereby given notice that the Maritime Authorities of Indonesia, Malaysia and Singapore will closely monitor the identities and locations of vessels that are anchoring indiscriminately. The relevant authority will take appropriate action including reporting to the flag State of the vessel.

Where submarine cable damage occurs, the relevant authority will promptly share information with the cable owner(s) and other interested parties to facilitate legal proceedings to recover compensation from the owners and masters of vessels responsible for the damage.

In exceptional circumstances such as an emergency where anchoring cannot be avoided, mariners are advised to carefully ascertain the location of submarine cables from nautical charts and publications to avoid anchoring over these cables.

Dated: 6 November 2009

Issued by: Directorate General of Sea Transportation, Indonesia
           Marine Department of Malaysia
           Maritime and Port Authority of Singapore
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 2 OF 2017

11 January 2017

Shipping Community
Harbour Craft Community
Pleasure Craft Community

VESSELS AT ANCHOR IN PORT

1 Former Port Marine Circular No. 2 of 2007 dated 19 Mar 2007 is cancelled. This is a reproduction of the circular with amendments.

2 Pursuant to Regulation 9 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the owner, agent, master or person-in-charge of every vessel at anchor in port shall at all times have onboard sufficient number of men capable of veering cable, keeping anchor lights lit and taking appropriate action in case of an emergency.

3 Pursuant to Section 43 of the MPA Act 1996, the Port Master directs the following safety measures to be taken by vessels anchored in port:-

(a) to keep vessel engines in a state of readiness for immediate use in case of emergency;

(b) to ensure sufficient scope of cable used in the prevailing circumstances;

(c) to ensure that there is ample swinging room for the vessel; and

(d) to keep a continuous listening watch on designated VHF channel of the respective sector where the vessel anchored.

4 Vessels under active employment/repair must have their full operational crew onboard. In other cases, at least half the number of Officers, Engineers and crew (or Watchmen/Security Guards) or the minimum manning as in Appendix 1, must be onboard at all times.
5 The master or person-in-charge of every vessel at anchor in port shall maintain a continuous navigational watch and comply with the Seafarers’ Training, Certification and Watch Keeping (STCW) Code Chapter VIII Section A-VIII/2 Part 4-1 S/No. 51. An extract of the code is enclosed in Appendix 2.

6 For any enquiries, Please contact Capt Xiao Shouhai at Tel (65) 6325 2416 or MPA Marine Safety Control Centre at Tel. Nos. (65) 6325 2488/2489.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
## Minimum Manning for Vessels at Anchor in Port

### Non-Motorised Vessels

<table>
<thead>
<tr>
<th>GT</th>
<th>2 Watchmen/Security Guards (if moored alongside another of the same type/class, 3 watchmen/security guards for both vessels).</th>
<th>3 Watchmen/Security Guards (not permitted to lay up alongside another vessel).</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>500 TO 3000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3000 TO 6000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6000 TO 10000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10000 TO 20000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>20000 TO 35000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35000 TO 60000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>60000 TO 100000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>100000 &amp; ABOVE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Tanker, Chemical/Gas Carrier

<table>
<thead>
<tr>
<th>GT</th>
<th>Deck Offrs</th>
<th>Engrs</th>
<th>DK/GP Crew</th>
<th>ER/GP Crew</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;500</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>500 TO 3000</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>3000 TO 6000</td>
<td>2</td>
<td>2</td>
<td>3</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>6000 TO 10000</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>9</td>
</tr>
<tr>
<td>10000 TO 20000</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>20000 TO 35000</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>35000 TO 60000</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>12</td>
</tr>
<tr>
<td>60000 TO 100000</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>3</td>
<td>13</td>
</tr>
<tr>
<td>100000 &amp; ABOVE</td>
<td>2</td>
<td>2</td>
<td>6</td>
<td>4</td>
<td>14</td>
</tr>
</tbody>
</table>

### Other Motorised Vessel of Steel Construction

<table>
<thead>
<tr>
<th>GT</th>
<th>Deck Offrs</th>
<th>Engrs</th>
<th>DK/GP Crew</th>
<th>ER/GP Crew</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;500</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>500 TO 3000</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>5</td>
</tr>
<tr>
<td>3000 TO 6000</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>6000 TO 10000</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>7</td>
</tr>
<tr>
<td>10000 TO 20000</td>
<td>2</td>
<td>1</td>
<td>3</td>
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<td>8</td>
</tr>
<tr>
<td>20000 TO 35000</td>
<td>2</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>9</td>
</tr>
<tr>
<td>35000 TO 60000</td>
<td>2</td>
<td>2</td>
<td>4</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>60000 TO 100000</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>100000 &amp; ABOVE</td>
<td>2</td>
<td>2</td>
<td>5</td>
<td>3</td>
<td>12</td>
</tr>
</tbody>
</table>
While at anchor, the officer in charge of the navigational watch shall:

(a) determine and plot the ship’s position on the appropriate chart as soon as practicable;

(b) when circumstances permit, check at sufficiently frequent intervals whether the ship is remaining securely at anchor by taking bearings of fixed navigation marks or readily identifiable shore objects;

(c) ensure that proper look-out is maintained;

(d) ensure that inspection rounds of the ship are made periodically;

(e) observe meteorological and tidal conditions and the state of the sea;

(f) notify the master and undertake all necessary measures if the ship drags anchor;

(g) ensure that the state of readiness of the main engines and other machinery is in accordance with the master’s instructions;

(h) if visibility deteriorates, notify the master;

(i) ensure that the ship exhibits the appropriate lights and shapes and that appropriate sound signals are made in accordance with all applicable regulations; and

(j) take measures to protect the environment from pollution by the ship and comply with applicable pollution regulations.
30 December 2016

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

[REMINDER] MANDATORY ADOPTION OF MASS FLOW METERING SYSTEM FOR MARINE FUEL OIL DELIVERY IN THE PORT OF SINGAPORE

With effect from 1 January 2017, it is mandatory to use MPA-approved MFM system for all Marine Fuel Oil (MFO) bunker delivery in the Port of Singapore. This was first announced on 8 April 2014 and promulgated on 29 July 2014 via Port Marine Circular (PMC) No. 08 of 2014.

2 MPA had also, with effect from 1 June 2016, put in force the Technical Reference for Bunker Mass Flow Metering (TR 48:2015) for all MFO bunker delivery. This was promulgated on 3 Mar 2016 via PMC No. 4 of 2016. With effect from 1 January 2017, the delivered quantity of MFO stated in the Bunker Delivery Note shall be based on the bunker tanker’s MFM system as witnessed by the cargo officer, the chief engineer and bunker surveyor (if engaged).

3 All MPA licensed bunker suppliers, bunker craft operators, bunker surveying companies and bunker surveyors are to adhere strictly to the terms and conditions of their bunker licences and requirements of TR48:2015 for MFO bunker delivery by MFM in the Port of Singapore. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

4 Please contact Mr Jackson Koh at tel. no. 6325 2308 or email Jackson_koh@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Pleasure Craft Community

ADVISORY TO OWNERS, AGENTS AND MASTERS OF PLEASURE CRAFT, RECREATIONAL FISHING VESSELS AND YACHTS DEPARTING SINGAPORE

1 Owners, agents and masters of all vessels, including pleasure craft, recreational fishing vessels and yachts are reminded to comply with the port requirements before departing the Port of Singapore; and be familiar with the port entry requirements and procedures, as well as any other regulatory requirements such as immigration, customs, health, of the next port(s) of call.

2 All vessels, including pleasure craft, recreational fishing vessels and yachts, must obtain a Port Clearance Certificate (PCC) before departing the Port of Singapore. A departure declaration, together with the relevant documents, must be made to the Maritime and Port Authority of Singapore (MPA) to obtain the PCC. The declaration can also be made online at http://marinet.mpa.gov.sg. Please refer to Annex A for these requirements. The owners, agents and masters of pleasure craft, recreational fishing vessels and yachts must ensure that all statutory and mandatory certificates are valid when the vessels proceed to sea.

3 The PCC issued by MPA is valid for 48 hours from the time of its issuance. The owners, agents or masters must cancel the PCC and obtain a new PCC if the vessel failed to depart during the validity period.

4 Owners, agents and masters of pleasure craft, recreational fishing vessels and yachts are reminded to submit the departure clearance applications for crew and passengers leaving Singapore, at least 6 hours but not more than 72 hours prior to the vessel's departure. Please refer to https://crew.ica.gov.sg/crewfrontend/base/welcome.do for more information. Please note that this is in addition to the departure declaration made to MPA.

5 Prior to arriving the next port of call, owners, agents and masters of pleasure craft, recreational fishing vessels and yachts are advised to be familiar with the port entry requirements and procedures of the port. Masters of pleasure craft, recreational fishing vessels and yachts are advised to check with their appointed agent of the next port of call and/or take into consideration all relevant information on such port entry procedures and formalities for their voyage planning. In addition, any activities carried out at sea should have the necessary approvals from the relevant authorities beforehand, and should adhere and abide by the maritime laws and immigration requirements of the country they are entering.

6 For the purpose of navigational safety, masters of pleasure craft, recreational fishing vessels and yachts are to ensure that the AIS transponder onboard is in operation and craft
should have the latest edition of the nautical charts and the electronic navigational charts are updated, if used for the voyage. It is also important that they familiarise themselves with the locations of aids to navigation and hazards which they are likely to encounter during their voyage.

7 We wish to remind owners, agents and masters of pleasure craft, recreational fishing vessels and yachts leaving port to take note of the following:

(a) Inform your family or friends about your trip and provide them with at least the following information:
- expected departure date and time of leaving port
- destination(s)
- expected date and time of return
- the number of persons on board and their names

(b) Port Marine Circular No. 17 of 2003 as regard to declaring the voyage information and the planned route.

(c) Restrict your activities to daylight hours.

(d) Keep a good look-out at all times whilst on passage.

(e) In the event of an emergency, report to the following:

- Singapore Port Operations Control Centre (Maritime and Port Authority of Singapore)
  VHF Radio: Ch 10, 14, 73
  Telephone: (65) 6325 2493 / (65) 6325 2494

- Singapore Police Coast Guard
  VHF Radio: Ch 7, 16
  Telephone: (65) 6337 5540 / (65) 6377 5539

(f) In your emergency report, provide the name and location of vessel, type of emergency, number of persons on board and nature of assistance required.

8 Marinas and Sea Sport Centres are advised to bring this notice to the attention of its boating members.

9 Please contact the Duty Watch Manager, Port Operations Control Centre at Tel: 6325 2493 / 6325 2494 for queries relating to this circular.

DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Declaration Requirements for Pleasure Craft, Recreational Fishing Vessels and Yachts on Departure

An owner, agent or master must make a declaration before the vessel’s departure from Singapore. The declaration can be made online at http://marinet.mpa.gov.sg and requires the submission these documents:

• Certificate of Registry; and
• Safety Equipment Certificate as the case may be, reflecting the number of persons that the craft is permitted to carry and be equipped with the life-saving devices prescribed by the flag state.

If vessel registered with the Singapore Registry of Ships is to be engaged on voyages beyond the 30-mile limit, a satellite EPIRB shall also be carried and documentary evidence of seaworthiness submitted to the MPA’s Ship Safety Department for assessment.
Shipping Community

ZIKA VIRUS

1. The Ministry of Health (MOH) and National Environment Agency (NEA) have been informed of the first locally transmitted case of Zika Virus in Singapore on 27 August 2016.

2. Some ports may require ships arriving from Singapore to provide evidence of mosquito eradication measures that have been carried out. Shipowners or agents are advised to check with your intended port of call if any such requirements have been imposed. The NEA does not issue certificates for mosquito eradication. Ship owners or agents are advised to engage a vector control operator or fumigator to carry out vector control measures to eradicate mosquitoes on board and for the issuance of a service report from the company.

3. Shipowners or agents can refer to the list of licensed vector control operators (VCOs) that are known to be able to provide fumigation services and the list of licensed VCOs that are known to be able to provide vector control services on ships at the following links:


   b. List of VCOs that can provide vector control services on ships at http://www.nea.gov.sg/docs/default-source/public-health/vector-control/vcos-service-on-ships-(for-website).pdf

4. Please note that these lists of VCOs are non-exhaustive, and there may be other licensed VCOs that are able to provide such services. NEA will update the lists as and when we receive updated information from the VCOs on the services they provide.

5. Shipowners or agents are advised to check on additional requirements that may be imposed on the ship, cargoes and containers at the next port of call.
6. Shipowners or agents may refer to the following websites for more information on the Zika situation in Singapore:

7. You may contact port_health_cro@nea.gov.sg should you require further information on mosquito prevention and control measures on ships. Query on this circular should be directed to Capt Lim Khok Cheng at Tel: 65 6325 2418 or Mr Kelvin Ching at Tel: 6325 2411.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
<table>
<thead>
<tr>
<th>S/No.</th>
<th>Name of Company</th>
<th>Company Contact No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>AARDWOLF PESTKARE (S) PTE LTD</td>
<td>62681771</td>
</tr>
<tr>
<td>2</td>
<td>ACE PEST CONTROL PTE LTD</td>
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</tr>
<tr>
<td>3</td>
<td>ALPHA FUMIGATION SERVICES PTE LTD</td>
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<td>4</td>
<td>ARMADILLO PEST QUEST PTE LTD</td>
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<td>ASIAPAC ENVIROCARE PTE LTD</td>
<td>63621602</td>
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<td>6</td>
<td>CLEAN-ENVIRON PEST MANAGEMENT PTE LTD</td>
<td>65703960</td>
</tr>
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<td>7</td>
<td>ENSURE PEST CONTROL &amp; FUMIGATION PL</td>
<td>62656986</td>
</tr>
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<td>8</td>
<td>EPIC ENVIRO-CARE PTE LTD</td>
<td>68416618</td>
</tr>
<tr>
<td>9</td>
<td>EXPRESS PEST SOLUTIONS PTE LTD</td>
<td>68413545</td>
</tr>
<tr>
<td>10</td>
<td>FOCUS PEST MANAGEMENT PTE LTD</td>
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<td>11</td>
<td>FUMICHEM PTE LTD</td>
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<td>12</td>
<td>FUMIGA PTE LTD</td>
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<td>13</td>
<td>INAVAB FUMIGATION &amp; PEST CONTROL</td>
<td>67472404</td>
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<tr>
<td>14</td>
<td>MAJOR’S PEST MANAGEMENT SERVICES PTE LTD</td>
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<td>15</td>
<td>MIKE PIPER (S) PTE LTD</td>
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<tr>
<td>20</td>
<td>VECTROL PEST MANAGEMENT PTE LTD</td>
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<tr>
<td>S/No</td>
<td>Name of Company</td>
<td>Company Contact No.</td>
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<td>ASCEND EXTERMINATORS PTE LTD</td>
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<td>4</td>
<td>ATL MAINTENANCE PTE LTD</td>
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<td>5</td>
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<td>6</td>
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<td>ENSURE PEST CONTROL &amp; FUMIGATION PTE LTD</td>
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<tr>
<td>9</td>
<td>GREENCARE PEST CONTROL &amp; CLEANING PTE LTD</td>
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<tr>
<td>10</td>
<td>INC PEST MANAGEMENT PTE LTD</td>
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<tr>
<td>11</td>
<td>JIM'S FORCE SERVICES</td>
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<td>12</td>
<td>LADYBIRD PEST CONTROL (S) PTE LTD</td>
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<td>13</td>
<td>MACSHAM PRIVATE LTD</td>
<td>62875534</td>
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<td>MAJOR'S PEST MANAGEMENT SERVICES PTE LTD</td>
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<tr>
<td>15</td>
<td>MICROLAND PTE LTD</td>
<td>62679711</td>
</tr>
<tr>
<td>16</td>
<td>MR. PEST CONTROL</td>
<td>97484884</td>
</tr>
<tr>
<td>17</td>
<td>PEST SOLUTE PTE LTD</td>
<td>61006632</td>
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<td>18</td>
<td>PESTBUSTERS PTE LTD</td>
<td>62882828</td>
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<td>19</td>
<td>PESTICIDE PEST CONTROL PTE LTD</td>
<td>63445009/ 96870993</td>
</tr>
<tr>
<td>20</td>
<td>Q-VECTOR PEST MANAGEMENT PTE LTD</td>
<td>67692119/ 81218168</td>
</tr>
<tr>
<td>21</td>
<td>REAL PEST SERVICES</td>
<td>9735811</td>
</tr>
<tr>
<td>22</td>
<td>RENTOKIL INITIAL SINGAPORE PTE LTD</td>
<td>96319569</td>
</tr>
<tr>
<td>23</td>
<td>RIDTERMITE PEST CONTROL PTE LTD</td>
<td>63647023</td>
</tr>
<tr>
<td>24</td>
<td>SERVCARE SERVICES PTE LTD</td>
<td>67691600/ 91445174</td>
</tr>
<tr>
<td>25</td>
<td>SINGPEST ENGINEERING PTE LTD</td>
<td>67448444/ 90881161</td>
</tr>
<tr>
<td>26</td>
<td>SK PEST MANAGEMENT SERVICES</td>
<td>66993616</td>
</tr>
<tr>
<td>27</td>
<td>TERM-MESH SINGAPORE PTE LTD</td>
<td>62263343</td>
</tr>
<tr>
<td>28</td>
<td>THE PEST CONTROL SPECIALIST PTE LTD</td>
<td>67839188</td>
</tr>
<tr>
<td>29</td>
<td>THE PESTMAN, PTE LTD</td>
<td>62934889</td>
</tr>
<tr>
<td>30</td>
<td>WTG PEST MANAGEMENT</td>
<td>63850908</td>
</tr>
</tbody>
</table>
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO.13 of 2016

01 Aug 2016

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

REVOCATION OF AC OIL PTE LTD’S BUNKERING LICENCES DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker supplier and bunker craft operator licences of AC Oil Pte Ltd with effect from 29 July 2016. AC Oil Pte Ltd will no longer be allowed to operate as a bunker supplier or bunker craft operator in the Port of Singapore.

2 As part of MPA’s on-going regulatory efforts to ensure the safety, reliability and quality of bunker supplies in Singapore, checks were conducted on AC Oil Pte Ltd in May and June 2016.

3 MPA’s investigations into the company revealed discrepancies and wrongful declarations in the records kept on board their bunker tankers. There were also separate incidences of bunker transfers between bunker tankers that were conducted without MPA’s approval. In addition, despite being licensed to carry only marine gas oil, a Class C petroleum product, the bunker tankers operated by AC Oil were found to have carried Class B petroleum, a more easily flammable grade (with a lower flash point) as compared to marine gas oil. AC Oil’s contraventions increased the safety risks to their own tankers, the crews on-boards, and other port users. MPA has revoked AC Oil’s licences as they had breached the terms and conditions of their bunker supplier and bunker craft operator licences.

4 MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

5 Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)/ CHIEF HYDROGRAPHER
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

No 09 of 2016

16 Jun 2016

To: Shipping Community
    Harbour Craft Community
    Pleasure Craft Community

REVISED REPORTING PROCEDURES FOR NOTIFICATION OF ARRIVAL AT SINGAPORE FOR VESSELS LESS THAN 500GT

1 This circular supersedes Port Marine Circular No.10 of 2011. This circular provides an update on the procedures for notification of arrival at Singapore for vessels less than 500GT, and, the declaration of arms and/or explosives belonging to the ship or persons on board.

2 Pursuant to Section 44 of the Maritime and Port Authority of Singapore Act (Cap.170A) and Regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby directs that with effect from 16 July 2016, the owner, agent, master or person-in-charge of a vessel of less than 500 GT shall notify the Port Master at least 12 hours prior to the arrival of the vessel at Singapore.

3 The Notification of Arrival report shall be addressed to the Port Master and provides the information in the reporting format as shown in Appendix 1. It shall be transmitted by any of the following means:

<table>
<thead>
<tr>
<th>MARINET</th>
<th>An Electronic Data Interchange system for electronic transaction between shipping community and MPA</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-mail</td>
<td><a href="mailto:noa@mpa.gov.sg">noa@mpa.gov.sg</a></td>
</tr>
<tr>
<td>Telefax</td>
<td>(65) 6224 5776</td>
</tr>
<tr>
<td>Telex</td>
<td>RS 34970 (Answer Back PORTPM 34970)</td>
</tr>
</tbody>
</table>

4 A vessel returning from a location in the Singapore Strait may
transmit the notification of arrival report via VHF radio immediately on departure from the location. This report shall be transmitted on VHF Channel 10 for a vessel in the VTIS East sector, VHF Channel 14 for a vessel in the VTIS Central sector or VHF Channel 73 for a vessel in the VTIS West sector of the Singapore Strait.

5 Any queries concerning this circular may be directed to the Vessel Traffic Management Department at Tel. Nos. (65) 6325 2493 or (65) 6325 2494 or Fax No. (65) 6224 5776.

DAKNASHAMOORTHY GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
### NOTIFICATION OF ARRIVAL REPORTING FORMAT

(Notes: All fields are mandatory and shall not be left blank)

<table>
<thead>
<tr>
<th>S/N</th>
<th>ITEM</th>
<th>DATA</th>
<th>EXPLANATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of vessel</td>
<td>e.g. MILLENIUM FALCON</td>
<td>Name of Vessel</td>
</tr>
<tr>
<td>2</td>
<td>Call Sign</td>
<td>e.g. 3ABC6</td>
<td>Call Sign</td>
</tr>
<tr>
<td>3</td>
<td>MMSI</td>
<td>e.g. 123456789</td>
<td>Maritime Mobile Service Identity Code</td>
</tr>
<tr>
<td>4</td>
<td>IMO Number</td>
<td>e.g. 0007909853</td>
<td>Vessel’s IMO ship identification number</td>
</tr>
<tr>
<td>5</td>
<td>Draft</td>
<td>e.g. 10.5 m</td>
<td>Draft of vessel in metres</td>
</tr>
<tr>
<td>6</td>
<td>Height</td>
<td>e.g. 42 m</td>
<td>Height in metres [Please see explanatory notes]</td>
</tr>
<tr>
<td>7</td>
<td>Agent</td>
<td>e.g. ABC Shipping</td>
<td>Name of local agent</td>
</tr>
<tr>
<td>8</td>
<td>ETA</td>
<td>e.g. 18062016/1800</td>
<td>First 8 numerals [18062016] denote date, month and year (i.e. DDMMYYYY) of arrival. Last 4 numerals [1800] denote time of arrival (HHMM) at local time</td>
</tr>
<tr>
<td>9</td>
<td>Direction From</td>
<td>From E or W or S</td>
<td>Direction from which the vessel is approaching Singapore e.g. E (East), W (West) or S (South). Note: Only one direction is to be indicated.</td>
</tr>
<tr>
<td>10</td>
<td>Intended Location</td>
<td>e.g. AEBA or PEBGA Name of Terminal or Port Facility</td>
<td>Abbreviated location code in port e.g. AEBA (Anchorage Eastern Bunkering “Alpha”) or PEBGA (Pilot Eastern Boarding Ground “Alpha”) or name of terminal or port facility.</td>
</tr>
<tr>
<td>11</td>
<td>Purpose of Port Call</td>
<td>e.g. Bunkering, Taking Ship’s Stores, Cargo Operations, Crew Change, Repairs, Docking</td>
<td>To state the purpose of port call.</td>
</tr>
<tr>
<td>12</td>
<td>Last Port</td>
<td>Name of last port</td>
<td>Last port of call e.g. Hong Kong</td>
</tr>
<tr>
<td>13</td>
<td>Is the vessel carrying arms and/or explosives onboard?</td>
<td>Y or N</td>
<td>These arms or explosives refer to those belonging to the ship or persons on board, and not carried as cargo. The vessel shall maintain a list detailing the type, quantity, and identification numbers for each item and to make available such list when requested by the Authority, or, an authorized officer.</td>
</tr>
<tr>
<td>14</td>
<td>Remarks</td>
<td>(if any)</td>
<td>The following information is to be declared as appropriate:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>a) Conditions affecting the navigation of the vessel such as defective propulsion machinery, steering equipment, thrusters, list and/or awkward tows;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>b) Fire hazards on board. These include hazards involving dangerous goods;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>c) Nature of damage in the case of damage vessels; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>d) Nature of immediate assistance required on arrival (if any) such as medical or firefighting.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Note: To indicate NA if not applicable</td>
</tr>
</tbody>
</table>
EXPLANATORY NOTES

1  HEIGHT – Refers to the height declared by the vessel, measured vertically from the water-line to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures and the extended height exceeds the heights of its cargo or fixed structures or equipment on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be verifiable with the appropriate plans or documents carried on board the vessel.

2  ARMS AND/OR EXPLOSIVES CARRIED ONBOARD – Refers to arms or explosives belonging to the ship or persons on board, i.e. such articles as form part of the ordinary armament of any vessel or as are required for the service of any vessel or the personal use of the crew or the passengers thereof;
   (a) ARMS means –
      (i) firearms, air-guns, air-pistols, stun guns, electronic dart guns, automatic guns, automatic pistols, guns or any other kind of gun from which any shot, bullet or other missile can be discharged or noxious fumes or noxious substance can be emitted, and any component part of any such arms;
      (ii) bayonets, swords, daggers, spears and spearheads; and
      (iii) such weapon, accessory, or other article or thing, as specify to be arms for the purposes of the Arms and Explosives Act (Cap. 13) or any part thereof;
   (b) EXPLOSIVE means any explosive within the meaning of the Arms and Explosives Act (Cap. 13).

3  FURNISHING OF DETAILS – All field in the template, as illustrated in Appendix 1, are mandatory and shall not be left blank.
REVOCATION OF LICENCES OF TWO BUNKER LICENSEES DUE TO CONTRAVENITION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker craft operator licence of Seaquest Tanker Pte Ltd and the bunker supplier and bunker craft operator licences of Vermont UM Bunkering Pte Ltd, with effect from 26 and 27 April 2016 respectively. The two companies will no longer be allowed to operate as bunker suppliers and bunker craft operators in the Port of Singapore.

2 As part of MPA’s on-going regulatory efforts to ensure the safety, reliability and quality of bunker supplies in Singapore, checks were conducted on Seaquest Tanker Pte Ltd in 2015 and Vermont UM Bunkering Pte Ltd in 2016.

3 MPA’s separate investigations into the two companies revealed discrepancies and wrongful declarations in the records kept on board their bunker tankers. There were also separate incidences of transfers of bunkers between bunker tankers that were conducted without MPA’s approval. As such, MPA has revoked the companies’ licences as they had breached the terms and conditions of their bunker supplier and bunker craft operator licences.

4 MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

5 Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.
Maritime and Port Authority of Singapore

Port Marine Circular
No. 5 of 2016

9 March 2016

Shipping Community
Harbour Craft Community
Pleasure Craft Community

Garbage Collection Services for Ships in Singapore

Port Marine Circular No. 6 of 2009 dated 21 Apr 2009 is hereby cancelled. This circular provides an update on the latest information pertaining to garbage collection services provided by the Port of Singapore.

2 The services\(^1\) for the collection of garbage\(^2\) from ships in Port of Singapore are as follows:

A. Ship at the Anchorages

i) The Maritime and Port Authority of Singapore (MPA) provides daily garbage collection service from ships at the designated anchorages listed in Annex A from 0730hrs to 1730hrs.

ii) Ships that wish to use the garbage collection service provided by MPA should have the refuse properly bagged in plastic garbage bags and have their crew on standby and ready to transfer the bagged garbage into the garbage collection craft that would be calling at the anchored vessels.

a) Disposal of garbage bags must be done in a proper and safe manner. The crew undertaking the duty to dispose the garbage bags should ensure that the bags are dropped into the garbage bins located on the garbage craft.

---

\(^1\) No bulky items such as wooden pallets, drums (chemical, oil sludge, and used cooking oil), and industrial wastes will be collected as part of this service.

\(^2\) Garbage means all kinds of victual ("provisions"), domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operations of the ship as defined in Annex V of MARPOL 73/78.
b) Ships that would like to dispose items that are not accepted via MPA’s garbage collection service are to make their own commercial arrangement with vendors that are licensed by the Singapore’s National Environmental Agency (NEA).


iii) In the event that a ship does not respond when the garbage collection craft calls, the latter will make another attempt after serving other ships. Alternatively, the ship can request for the garbage collection service by calling the garbage craft directly using call sign “Garbage Craft Changi”, “Garbage Craft Eastern”, “Garbage Craft Western” or “Garbage Craft Tuas” on VHF Channel 13 and provide the ship’s name, the name of the anchorage (e.g. Western Anchorage) and the ship’s GPS position. The appropriate call-signs are given in Annex A and must be strictly adhered to.

iv) Garbage Collection Special Service

Ships with large quantities of garbage (in excess of the normal garbage generated daily, wooden pallets) may wish to use the GACSS for garbage disposal for which a fee would be charged as given in Annex B. The GACSS is available daily from 0730hrs to 1730hrs and shipmasters, owners or agents requiring this service may request for the service and select a specific time slot through the Marinet ([https://marinet.mpa.gov.sg](https://marinet.mpa.gov.sg)). Ships which intend to dispose their garbage before 1200hrs have to submit their request online before 1600hrs prior to the requested day. For requests submitted online after 1600hrs, the collection service will only be performed on the next day after 1200hrs.

NOTE: Shipping agents or ship masters are advised to subscribe for a Marinet account to use the GACSS. Please refer to the webpage [https://marinet.mpa.gov.sg](https://marinet.mpa.gov.sg) for application of Marinet account procedures.

v) Garbage E-Receipt

Shipping agents or ship masters can retrieve and download information from the Marinet at their own convenience, on the next working day from 10am onwards after the vessel has been served. The downloadable information includes the name of the vessel served, the date and the time of the garbage service provided as well as the number of bags of garbage collected. A copy of a garbage e-receipt is given in Annex C.

Ship agents and ship masters are advised to subscribe for a Marinet account to enjoy the benefits of the “E-Receipt System”. Please refer to the webpage [https://marinet.mpa.gov.sg](https://marinet.mpa.gov.sg) for application of Marinet account procedures.

B. Ships at Terminals

i) The garbage collection services at PSA Container Terminals and Jurong Port are provided by the terminals’ contractors. More information regarding the service is given in Annex D.
For practical and safety reasons, oil and chemical terminals do not provide garbage collection services at their facilities. In such circumstances, the ship may wish to arrange for a special garbage collection service at the anchorage.

If you have any queries, please contact our Staff on DID: 6325 2314, mobile: 96731462, fax: 62211742 or at marinerefuse@mpa.gov.sg.

CAPT DAKNASH GANESAN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
<table>
<thead>
<tr>
<th>Name of Anchorages</th>
<th>Collection Guide</th>
<th>Timing</th>
<th>Call Sign to Use</th>
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</thead>
<tbody>
<tr>
<td>Small Craft B Anchorage (ASCB)</td>
<td></td>
<td>0900 hrs to 1200 hr</td>
<td></td>
</tr>
<tr>
<td>Small Craft A Anchorage (ASCA)</td>
<td></td>
<td></td>
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<tr>
<td>Eastern Petroleum B Anchorage (AEPB)</td>
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<tr>
<td>Eastern Special Purposes A Anchorage (AESPA)</td>
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<tr>
<td>Eastern Bunkering C Anchorage (AEBC)</td>
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<tr>
<td>Changi Barge Temporary Holding Anchorage (ACBTH)</td>
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<tr>
<td>Changi General Purposes Anchorages (ACGP)</td>
<td></td>
<td>1300 hrs to 1730 hrs</td>
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</tr>
<tr>
<td>Man-of-War (AMOW)</td>
<td></td>
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<tr>
<td>Eastern Bunkering A Anchorage (AEBA)</td>
<td></td>
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<tr>
<td>Eastern Bunkering B Anchorage (AEBB)</td>
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<tr>
<td>Eastern Petroleum C Anchorage (AEPC)</td>
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<td>Eastern Anchorage (AEW)</td>
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<tr>
<td>Eastern Holding C Anchorage (AEHC)</td>
<td></td>
<td>0900 hrs to 1200 hrs</td>
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<tr>
<td>Eastern Holding A Anchorage (AEHA)</td>
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<tr>
<td>Eastern Petroleum A Anchorage (AEPA)</td>
<td></td>
<td>1300 hrs to 1730 hrs</td>
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<tr>
<td>Eastern Holding B Anchorage (AEHB)</td>
<td></td>
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<td></td>
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<tr>
<td>Western Quarantine &amp; Immigration Anchorage (AWQI)</td>
<td></td>
<td><strong>Subject to CIQ Clearance</strong></td>
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<tr>
<td>Western Anchorage (AWW)</td>
<td></td>
<td>0900 hrs to 1200 hrs</td>
<td></td>
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<tr>
<td>Western Petroleum A Anchorage (AWPA)</td>
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<tr>
<td>Western Holding Anchorage (AWH)</td>
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<tr>
<td>Western Petroleum B Anchorage (AWPB)</td>
<td></td>
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<tr>
<td>Raffles Reserved Anchorage (ARAFR)</td>
<td></td>
<td>1330 hrs to 1730 hrs</td>
<td></td>
</tr>
<tr>
<td>Raffles Petroleum Anchorage (ARP)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Selat Pauh Anchorage (ASPLU)</td>
<td></td>
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<tr>
<td>Selat Pauh Petroleum Anchorage (ASPP)</td>
<td></td>
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<tr>
<td>Sudong Petroleum Holding Anchorage (ASPH)</td>
<td></td>
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</tr>
<tr>
<td>Sudong Bunkering Anchorage B (ASUBB)</td>
<td></td>
<td>0830 hrs to 1130 hrs</td>
<td></td>
</tr>
<tr>
<td>Sudong Explosives Anchorage (ASUEX)</td>
<td></td>
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<tr>
<td>Sudong Special Purpose Anchorage (ASSPU)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Sudong Bunkering Anchorage A (ASUBA)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sudong Holding Anchorage (ASH)</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Very Large Crude Carrier Anchorage (AVLCC)</td>
<td></td>
<td>1300 hrs to 1730 hrs</td>
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</tr>
<tr>
<td>LNG/LPG/Chemical Gas Carrier Anchorage (ALGAS)</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
SPECIAL GARBAGE COLLECTION SERVICE FEES

1  Disposal of garbage thereof per trip
   (i) $900 per bin\textsuperscript{3} or part

2  Miscellaneous fees:
   (a) Cancellation and amendments fees:

   If the request for garbage disposal services is subsequently cancelled or amended, the following fees for each cancellation or amendment of the request shall also be payable:

   (i) If the request is cancelled or amended not less than 2 hours before the services is required.

   (ii) If the request is cancelled or amended less than 2 hours before the services is required.

   (b) Detention charges:

   If any barge provided for the garbage disposal services is kept waiting alongside the ship or is kept waiting for the arrival of the ship before it can commenced disposal operations, for every hour or part thereof that the barge is so kept waiting.

3 For the purpose of 2 (a), amendments of orders include changes in the time or location of the services requested.

\textsuperscript{3} Size of bin = 4.4m x 2.4m x 1.5m
GARBAGE - RECEIPT

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of Ship</td>
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<tr>
<td>2</td>
<td>Gross Tonnage</td>
</tr>
<tr>
<td>3</td>
<td>Flag</td>
</tr>
<tr>
<td>4</td>
<td>Type of Ship</td>
</tr>
<tr>
<td>5</td>
<td>Date of Disposal</td>
</tr>
<tr>
<td>6</td>
<td>Time of Disposal</td>
</tr>
<tr>
<td>7</td>
<td>Quantity</td>
</tr>
<tr>
<td>8</td>
<td>Name/No. of the Garbage Craft</td>
</tr>
<tr>
<td>9</td>
<td>Remarks</td>
</tr>
</tbody>
</table>

Ancillary Inspection and Services Unit
Port Services Division

Note: This is a computer-generated receipt. No signature is required.
GARBAGE COLLECTION SERVICES AT PSA CONTAINER TERMINALS AND JURONG PORT

1. PSA CONTAINER TERMINALS

i) The service is provided by PSA’s contractor, Gallant Sanitary Works Pte Ltd and is available daily from 0700hrs to 1800hrs. The conditions of service are as follows:

- Strictly for domestic waste in trash bags.
- Total refuse should not exceed 1000kg (1 tonne)
- Ship crew will bring down the trash bags for collection at the wharf apron (the collection truck can only be parked near the stern or bow so as not to obstruct the ship operations).
- Book the service at least 2 hours in advance (with confirmation of date/collection time).
- The fee is S$374.50 (inclusive of GST) per collection/trip. The contractor, Gallant Sanitary Works Pte Ltd will directly invoice the Shipping Line/Agent.

ii) For booking and enquiry of service, please call:

<table>
<thead>
<tr>
<th>Name</th>
<th>Contact No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mr Sam Lum</td>
<td>9636 0418 (handphone)</td>
</tr>
<tr>
<td>Mdm Freda Lum</td>
<td>9641 1733 (handphone)</td>
</tr>
<tr>
<td>Mr J T Chong</td>
<td>9731 2328 (handphone)</td>
</tr>
</tbody>
</table>

Note: All calls must be further confirmed by an email to: gallantsvs@hotmail.com

2. JURONG PORT

i) Ships berthed at Jurong Port that require garbage collection services have to engage their own private garbage collector.

ii) Shipping agents are to keep Jurong port informed via email (gcdp@jp.com) for such arrangements.
Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

IMPLEMENTATION OF TECHNICAL REFERENCE FOR BUNKER MASS
FLOW METERING (TR 48: 2015)


2 It was jointly developed by the Singapore Shipping Association (SSA), International Bunker Industry Association (IBIA), bunker suppliers, bunker craft operators, bunker surveying firms, meter vendors, National Metrology Centre, SPRING Singapore’s Weights and Measures Office and the Maritime and Port Authority of Singapore (MPA). The TR 48:2015 covers the set of core requirements for metering system qualification, installation, testing, procedures and documentation for MFO deliveries via the MFM system in the Port of Singapore.

Implementation Date

3 From 1 June 2016, all bunker suppliers, bunker craft operators and bunker surveyors are required to comply with the requirements and procedures of TR 48:2015 for all MFO deliveries via the MFM system in the Port of Singapore.
Purchase of TR48:2015

4 The Technical Reference can be purchased from Toppan Leefung Pte Ltd, who manages the sale of standards on behalf of SPRING Singapore. Details are listed below:

Toppan Leefung Pte Ltd  
1 Kim Seng Promenade #18-01  
Great World City East Tower  
Singapore 237994

Tel: (65) 6826 9691  
Email: singaporestandardseshop@toppanleefung.com  
Website: www.singaporestandardseshop.sg

Training Courses

5 As part of MPA’s ongoing efforts to enhance the bunker cargo officers and bunker surveyors’ professionalism and competency, MPA worked with SSA and IBIA to develop refresher courses for them. The courses aim to raise the technical knowledge on the MFM bunker operations, including creating greater awareness for personal safety and professionalism among frontline bunkering officers.

6 MPA will be mandating all in-service bunker cargo officers and bunker surveyors to attend the courses as part of the Terms and Conditions of the Bunkering Licence (Bunker Craft Operator) and Bunker Surveyor Licence.

7 Information on the courses could be obtained from SSA and IBIA. We have listed the contact details for your reference.

<table>
<thead>
<tr>
<th>Singapore Shipping Association</th>
<th>International Bunker Industry Association</th>
</tr>
</thead>
<tbody>
<tr>
<td>Website: <a href="http://www.ssa.org.sg">www.ssa.org.sg</a></td>
<td>Website: <a href="http://www.ibia.net">www.ibia.net</a></td>
</tr>
<tr>
<td>Tel: 6305 2260</td>
<td>Tel: 6427 0916</td>
</tr>
<tr>
<td>Fax: 6222 5527</td>
<td>Fax: 6472 0919</td>
</tr>
</tbody>
</table>

8 Please contact Mr Jackson Koh at tel. no. 6325 2308 or email to [Jackson_KOH@mpa.gov.sg](mailto:Jackson_KOH@mpa.gov.sg) for any clarification needed on this circular.

DR PARRY OEI  
DIRECTOR (PORT SERVICES) / CHIEF HYDROGRAPHER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
Shipping Community

CESSATION OF COMPULSORY MARITIME HEALTH DECLARATION BY VESSELS FOR EVD MONITORING MEASURES

This circular supersedes PMC 13 of 2015.

2 The World Health Organisation has officially declared that Guinea is now free of the Ebola virus (EVD) transmission from 29 Dec 2015.

3 In reference to National Environment Agency (Port Health Office) updated requirement, all vessels that had been to the previously EVD affected countries in the past 21 days, are NOT required to submit the Maritime Declaration of Health Form to the Port Health Office with immediate effect.

4 The advice by Port Health Office is attached in “Appendix A”.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
29 December 2015

Shipping Community,

CESSATION OF COMPULSORY MARITIME HEALTH DECLARATION BY VESSELS THAT HAVE BEEN TO EBOLA AFFECTED COUNTRIES IN THE PAST 21 DAYS

The World Health Organisation has officially declared that Guinea is now free of the Ebola virus transmission.

2 With the declaration of Guinea free of EVD on 29 December 2015, all vessels that had been to the previously EVD affected countries in the past 21 days, are NOT required to submit the Maritime Declaration of Health Form to the Port Health Office with immediate effect.

3 Should you have further queries, please contact Port Health Office at Email: Port_Health_CRO@nea.gov.sg, Tel: 6222 2585 or VHF Channel: 14

Yours sincerely

S. MOHAN
SENIOR MANAGER
PORT HEALTH
CENTRAL REGIONAL OFFICE
NATIONAL ENVIRONMENT AGENCY
To: Shipping Community
   Harbour Craft Community
   Pleasure Craft Community

IMPLEMENTATION OF AUTOMATIC IDENTIFICATION SYSTEM - B (AIS-B) TRANSPONDER AND ELECTRONIC CHART SYSTEM (ECS) ON POWER-DRIVEN HARBOUR AND PLEASURE CRAFT

1 Currently, all power-driven harbour and pleasure craft are required as a condition of their harbour or pleasure craft licences, to be fitted with either an IMO-compliant AIS Class A/B transponder or a MPA-approved HARTS transponder.

2 To enhance navigation safety and security within the port of Singapore, the MPA will require all power-driven harbour and pleasure craft to be fitted with an IMO-compliant AIS Class A/B transponder\(^1\) and an ECS\(^2\). With effect from 1 January 2017, MPA-approved HARTS transponder will no longer be in service.

3 MPA will be providing AIS-B transponders and ECSs (for craft with an electrical power supply) to existing power-driven harbour and pleasure craft registered before 1 July 2016. MPA will also fund the cost of equipment and installation; and the cost of maintenance for the first two years from the date of installation.

4 The new requirement for MPA licensed harbour and pleasure craft will take effect from 1 Jan 2017. To ensure a smooth implementation, MPA will schedule the installation and testing of the equipment on harbour and pleasure craft from 15 Nov 2015. All craft owners/operators will be notified in advance on full details of installation including the date, time and location.

5 Should you have any queries, please contact Capt Lim Cheng Hai at Tel: 67737432 (Fax: 67737439).

DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

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\(^1\) AIS Class A/B transponder shall comply with ITU-R M 1371 / IEC 62287 and its updates.

\(^2\) ECS shall comply with Class C IEC 62376 Standard.
MEASURES TO OPTIMISE ANCHORAGE USAGE IN THE SINGAPORE PORT

1. As Singapore port continues to grow, there is a need to optimise anchorage usage and encourage “just in time” arrival to enhance efficiency of the port. Looking ahead and keeping in mind the future development of Tuas Port, we will need to introduce measures in a timely manner to prioritise usage of our anchorages, while ensuring that navigational safety within our anchorages is maintained. As a first step, the Maritime and Port Authority of Singapore (MPA) will be introducing a 36 hour limit on anchorage stay for vessels without activity.

2. With effect from 01 October 2015, vessels are discouraged from staying more than 36 hours in the anchorages without activity. Vessels that stay beyond 36 hours without a valid reason may be directed to leave port.

3. The limit on anchorage stay will not apply to the following categories of vessels, given the nature of their operations:
   - MPA licensed harbour / pleasure craft
   - Salvage vessels under the Salvage Vessels 12-Month Port Dues Scheme
   - Offshore support vessels that enjoy Category 4 Port Dues For Approved Offshore Support Vessels

4. The duration of anchorage stay will be counted as starting from the pilot disembarkation time (for piloted vessels) or reported anchored time (for vessels with pilotage exemption) and will be applicable for each distinct anchorage visit. Vessels moving from one anchorage to another will not be counted as making distinct visits.

5. Any queries relating to this circular should be directed to the following officers:
   a. Capt Andy Chew at DID (65) 6325 2472
   b. Capt Chong Jia Chyuan at DID (65) 6773 7408

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1 Refers to vessels that are only idling, waiting for berth, or waiting for orders. This does not include vessels that carry out activities (e.g. carrying out repairs, taking bunker, de-slopping) while waiting for berth or waiting for orders.
c. Capt Dilshad Ahmad at DID (65) 6325 2419

and/or the MPA Marine Safety Control Centre at DID (65) 6325 2488 / 2489.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
26 May 2015

To: The Shipping Community
The Harbour Craft Community
The Pleasure Craft Community

REVISION OF ANCHORAGES, FAIRWAYS AND CHANNELS IN PORT

1 This circular supersedes Port Marine Circular No. 06 of 2012.

2 The Maritime and Port Authority of Singapore would like to bring to the attention of the shipping, harbour craft and pleasure craft communities that the anchorages, fairways and channels listed in the Second and Third Schedules to the MPA (Port) Regulations will be revised.

2 The key revisions are:

(a) The existing West Jurong Anchorage (Abbreviated Code AWJ) will be discontinued;

(b) The boundaries of the Temasek Fairway will be revised; and

(c) Additional types of vessels that can anchor in:

(i) Selat Pauh Anchorage (Abbreviated Code ASPLU)
(ii) Raffles Reserved Anchorage (Abbreviated Code ARAFR)
(iii) LNG/LPG/Chemical Gas Vessel Anchorage (Abbreviated Code ALGAS)

These revisions will come into effect on 1 June 2015.

3 For ease of reference the list of designated anchorages, fairways and channels (as amended) in port is set out in Appendix 1.
4 The following chartlets attached illustrate the designated anchorages, fairways and channels in port:

(a) Eastern Sector  Appendix 2
(b) Jurong and Western Sector  Appendix 3
(c) Port of Singapore – Anchorages, Fairways and Channels  Appendix 4

5 This circular shall supersede Port Marine Circular No. 06 of 2012 with effect from 0001 hours (Local Time) on 1 June 2015.

6 We would like to remind the shipping, harbour craft and pleasure craft communities that any owner, agent, master or person-in-charge of a vessel who uses any anchorage, fairway or channel for a purpose other than that specified by the Authority or in a manner contrary to the Port Master’s directions 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.

7 The revised list of designated anchorages, fairways and channels that will be incorporated in the Second and Third Schedules to the MPA (Port) Regulations, as amended by the MPA (Port) (Amendment) Regulations 2012 is published in the Gazette. Copies of the legislation may be purchased from Toppan Leefung Pte Ltd or alternatively you may wish to download the Regulations electronically which will be available at http://www.egazette.com.sg.

Toppan Leefung Pte Ltd
Legal Publication
Great World City
East Tower, #18-01/06
1, Kim Seng Promenade
Singapore 237994
Tel: 6826 9691
Fax: 6820 3341
E-mail: legalpub@toppanleefung.com
Website: www.toppanleefung.com/webshop
Mon–Fri: 9.30am–6pm
Sat, Sun and Public Holidays: Closed.

8 Please contact the following officers if you have any queries:

(a) Capt Dilshad Ahmad at DID (65) 6325 2419
(b) Capt Chong Jia Chyuan at DID (65) 6773 7408
(c) Mr Lawrence Koo at DID (65) 6325 2475

Daknash Ganasesh
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
APPENDIX 1

Designated Anchorages, Fairways and Channels in Port

1   DESIGNATED ANCHORAGES IN PORT

EASTERN SECTOR ANCHORAGES

(1.1) Changi Barge Temporary Holding Anchorage (Abbreviated Code ACBTH) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°20.855'N</td>
<td>104°03.034'E</td>
</tr>
<tr>
<td>2</td>
<td>01°20.167'N</td>
<td>104°03.734'E</td>
</tr>
<tr>
<td>3</td>
<td>01°20.165'N</td>
<td>104°02.999'E</td>
</tr>
<tr>
<td>4</td>
<td>01°20.380'N</td>
<td>104°02.800'E</td>
</tr>
<tr>
<td>1</td>
<td>01°20.855'N</td>
<td>104°03.034'E</td>
</tr>
</tbody>
</table>

**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.

*Note: There is no change to this anchorage.

(1.2) Changi General Purposes Anchorage (Abbreviated Code: ACGP) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>01°19.996'N</td>
<td>104°03.151'E</td>
</tr>
<tr>
<td>6</td>
<td>01°19.996'N</td>
<td>104°03.602'E</td>
</tr>
<tr>
<td>7</td>
<td>01°18.877'N</td>
<td>104°04.716'E</td>
</tr>
<tr>
<td>8</td>
<td>01°18.877'N</td>
<td>104°04.177'E</td>
</tr>
<tr>
<td>5</td>
<td>01°19.996'N</td>
<td>104°03.151'E</td>
</tr>
</tbody>
</table>

**Purpose** - For general purpose on prior permission of the Port Master.

*Note: There is no change to this anchorage.

(1.3) Man-of-War Anchorage (Abbreviated Code: AMOW) is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>01°18.883'N</td>
<td>104°03.554'E</td>
</tr>
</tbody>
</table>
(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.

*Note:* There is no change to this anchorage.

(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.

*Note:* There is no change to this anchorage.

(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

**Purpose** – For harbour tugs, pontoons, barges and other small craft, including fishing vessels. There is a 30-metre height \(^1\) restriction.

---

\(^1\) HEIGHT – refers to the height declared by the vessel, measured vertically from the water-line to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures and the extended height exceeds the heights of its cargo or fixed structures or equipment
*Note: There is no change to this anchorage.

(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. There is a 30-metre height restriction.

*Note: There is no change to this anchorage.

(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 Anchorag Scheme. Height restriction of 49 metre is applicable.

*Note: There is no change to this anchorage.

(1.8) **Small Craft “A” Anchorage (Abbreviated Code: ASCA)** is bounded by a line joining the following geographical positions:

---

on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be verifiable with the appropriate plans or documents carried on board the vessel.
(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
(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. There is a 30-metre height restriction.

*Note: There is no change to this anchorage.

(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. Height restriction limit is applicable. Vessels greater than 30 metre in height are not allowed to anchor within the 30 metre height restriction area limits as demarcated on the navigational chart.

*Note: There is no change to this anchorage.

(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
Purpose - For vessels under arrest, damaged vessels, deep draught vessels, vessels requiring repairs, and other vessels with prior permission of the Port Master. Height restriction limit is applicable. Vessels greater than 49 metre in height are not allowed to anchor within the 49 metre height restriction area limits as demarcated on the navigational chart.

*Note: There is no change to this anchorage.

(1.11) **Eastern Bunkering “C” Anchorage (Abbreviated Code: AEBC)** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
<td>01°16.630'N</td>
<td>103°55.286'E</td>
</tr>
<tr>
<td>45</td>
<td>01°16.630'N</td>
<td>103°58.710'E</td>
</tr>
<tr>
<td>46</td>
<td>01°16.107'N</td>
<td>103°57.682'E</td>
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<tr>
<td>47</td>
<td>01°16.107'N</td>
<td>103°56.012'E</td>
</tr>
<tr>
<td>44</td>
<td>01°16.630'N</td>
<td>103°55.286'E</td>
</tr>
</tbody>
</table>

**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.

*Note: There is no change to this anchorage.

(1.12) **Eastern Anchorage (Abbreviated Code: AEW)** is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th></th>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>48</td>
<td>01°15.038'N</td>
<td>103°51.766'E</td>
</tr>
<tr>
<td>49</td>
<td>01°15.409'N</td>
<td>103°51.727'E</td>
</tr>
<tr>
<td>50</td>
<td>01°15.764'N</td>
<td>103°52.212'E</td>
</tr>
<tr>
<td>51</td>
<td>01°16.028'N</td>
<td>103°52.022'E</td>
</tr>
<tr>
<td>52</td>
<td>01°16.173'N</td>
<td>103°52.222'E</td>
</tr>
<tr>
<td>53</td>
<td>01°16.333'N</td>
<td>103°52.107'E</td>
</tr>
<tr>
<td>54</td>
<td>01°16.563'N</td>
<td>103°52.427'E</td>
</tr>
<tr>
<td>55</td>
<td>01°16.441'N</td>
<td>103°52.493'E</td>
</tr>
<tr>
<td>56</td>
<td>01°16.620'N</td>
<td>103°52.716'E</td>
</tr>
</tbody>
</table>
(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
(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 vessels, liquefied natural gas vessels, liquefied petroleum gas vessels and chemical vessels.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.

(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
Purpose – For tankers 20,000 GT and above loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

*Note: There is no change to this anchorage.

(1.15) Eastern Holding “A” Anchorage (Abbreviated Code: AEHA) is bounded by a line joining the following geographical positions:

(73) 01°14.684’N 103°54.580’E
(70) 01°15.430’N 103°53.812’E

Purpose - For vessels as directed by the Port Master.

*Note: There is no change to this anchorage.

(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.

*Note: There is no change to this anchorage.

WESTERN SECTOR ANCHORAGES

(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.

*Note*: There is no change to this anchorage.

(1.18) **Western Anchorage (Abbreviated Code: AWW)** is bounded by a line joining the following geographical positions:

(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 vessels, liquefied natural gas vessels, liquefied petroleum gas vessels and chemical vessels.

*Note*: There is no change to this anchorage.

(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.
*Note: There is no change to this anchorage.

(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.

*Note: There is no change to this anchorage.

(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 more than 10,000 GT but not exceeding 50,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

*Note: There is no change to this anchorage.

(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.

*Note*: Offshore supply vessels have been added in the purpose to this anchorage.

(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
(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 Channel and Pesek Basin or as directed by the Port Master.

*Note*: There is no change to this anchorage.

(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 Channel and Pesek Basin or as directed by the Port Master.

*Note: There is no change to this anchorage.

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

*Note: Floating production storage and offloading vessels have been added in the purpose to this anchorage.

**JURONG SECTOR ANCHORAGES**

(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.

*Note: There is no change to this anchorage.*
(1.27) **Sudong Bunkering “B” Anchorage (Abbreviated Code: ASUBB)** is bounded by a line joining the following geographical positions:

(133) 01º10.742’N 103º42.660’E
(134) 01º10.065’N 103º43.171’E
(135) 01º09.905’N 103º43.054’E
(136) 01º10.388’N 103º42.402’E
(133) 01º10.742’N 103º42.660’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.

**Note**: There is no change to this anchorage.

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

(137) 01º11.426’N 103º42.144’E
(138) 01º10.742’N 103º42.660’E
(139) 01º10.388’N 103º42.402’E
(140) 01º10.884’N 103º41.732’E
(137) 01º11.426’N 103º42.144’E

**Purpose** – For vessels and small craft loading or discharging explosives and Group 1 dangerous goods, and vessels in transit with such cargo on board and other vessels as directed by the Port Master.

**Note**: There is no change for this anchorage.

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

(141) 01º11.757’N 103º41.418’E
(142) 01º11.426’N 103º42.144’E
(143) 01º10.884’N 103º41.732’E
(144) 01º11.365’N 103º41.081’E
(1.30) **Sudong Bunkering “A” Anchorage (Abbreviated Code: ASUBA)** is bounded by a line joining the following geographical positions:

| (145) | 01°12.169'N | 103°40.514'E |
| (146) | 01°11.757'N | 103°41.418'E |
| (147) | 01°11.365'N | 103°41.081'E |
| (148) | 01°11.746'N | 103°40.566'E |
| (149) | 01°11.780'N | 103°40.436'E |
| (145) | 01°12.169'N | 103°40.514'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.

*Note*: There is no change to this anchorage.

(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.

*Note*: There is no change to this anchorage.

(1.32) **LNG/LPG/Chemical Gas Vessel Anchorage (Abbreviated Code: ALGAS)** is bounded by a line joining the following geographical positions:
(154) 01°13.807’N  103°37.661’E
(155) 01°14.505’N  103°39.155’E
(156) 01°13.780’N  103°39.501’E
(157) 01°13.064’N  103°38.013’E
(154) 01°13.807’N  103°37.661’E

**Purpose** – For barges, liquefied natural gas vessels, liquefied petroleum gas vessels, non-gas free liquefied natural gas vessels, non-gas free liquefied petroleum gas vessels, non-gas free chemical vessels, chemical tankers and oil tankers requiring immigration clearance.

*Note:* Barges have been added in the purpose to this anchorage.

(1.33) **Very Large Crude Vessel Anchorage (Abbreviated Code: AVLCC)**
is bounded by a line joining the following geographical positions:

(158) 01°13.289’N  103°38.480’E
(159) 01°13.780’N  103°39.501’E
(160) 01°12.967’N  103°39.478’E
(161) 01°12.641’N  103°38.800’E
(158) 01°13.289’N  103°38.480’E

**Purpose** - For VLCCs loaded with crude oil.

*Note:* There is no change to this anchorage.

2  **DESIGNATED FAIRWAYS AND CHANNELS IN PORT**

(2.1) **Eastern Fairway** is bounded by a line joining the following geographical positions:

(162) 01°17.204’N  103°54.489’E
(163) 01°16.107’N  103°56.012’E
(164) 01°16.107’N  103°57.682’E
(165) 01°16.630’N  103°58.710’E
(166) 01°16.626’N  103°58.977’E
(2.2) **Eastern Corridor** is bounded by a line joining the following geographical positions:

- (170) 01°15.430'N 103°53.812'E
- (171) 01°14.322'N 103°54.954'E
- (172) 01°14.060'N 103°54.468'E
- (173) 01°15.122'N 103°53.355'E
- (170) 01°15.430'N 103°53.812'E

*Note*: There is no change to the limits of this channel.

(2.3) **East Keppel Fairway** is bounded by a line joining the following geographical positions:

- (174) 01°15.142'N 103°50.917'E
- (175) 01°15.038'N 103°51.766'E
- (176) 01°15.013'N 103°51.795'E
- (177) 01°14.680'N 103°52.179'E
- (178) 01°14.680'N 103°52.679'E
- (179) 01°13.608'N 103°53.624'E
- (180) 01°12.741'N 103°52.032'E
- (181) 01°13.340'N 103°51.754'E
- (182) 01°13.941'N 103°51.495'E
- (174) 01°15.142'N 103°50.917'E

*Note*: There is no change to this fairway.

(2.4) **Buran Channel** is an area bounded by a line joining the following geographical positions:
(183) 01°14.924'N 103°51.023'E
(184) 01°14.763'N 103°51.100'E
(185) 01°14.141'N 103°50.347'E
(186) 01°14.046'N 103°50.104'E
(187) 01°14.201'N 103°50.000'E
(188) 01°14.282'N 103°50.317'E
(183) 01°14.924'N 103°51.023'E

*Note: There is no change to the limits of this channel.

(2.5) **Sisters Fairway** is an area bounded by a line joining the following geographical positions (it shall be bounded by the coastline whenever the line meets the coastline):

(189) 01°13.580'N 103°49.592'E
(190) 01°13.983'N 103°50.192'E
(191) 01°13.729'N 103°50.378'E
(192) 01°13.392'N 103°50.654'E
(193) 01°12.797'N 103°51.113'E
(194) 01°12.548'N 103°50.397'E
(189) 01°13.580'N 103°49.592'E

*Note: There is no change to the limits of this fairway.

(2.6) **Southern Fairway** is bounded by a line joining the following geographical positions:

(195) 01°12.790'N 103°48.425'E
(196) 01°12.548'N 103°50.397'E
(197) 01°12.797'N 103°51.113'E
(198) 01°13.280'N 103°51.782'E
(199) 01°12.741'N 103°52.032'E
(200) 01°12.397'N 103°51.397'E
(201) 01°11.955'N 103°50.299'E
(202) 01°12.093'N 103°49.179'E
(203) 01°12.419'N 103°48.773'E
(195) 01°12.790'N 103°48.425'E

*Note: There is no change to the limits of this fairway.

(2.7) **Jong Fairway** is bounded by a line joining the following geographical positions:

(204) 01°14.521'N 103°45.809'E
(205) 01°14.345'N 103°47.118'E
(206) 01°14.016'N 103°47.275'E
(207) 01°13.823'N 103°47.456'E
(208) 01°12.981'N 103°48.246'E
(209) 01°12.419'N 103°48.773'E
(210) 01°12.093'N 103°49.179'E
(211) 01°11.839'N 103°48.358'E
(212) 01°12.152'N 103°48.200'E
(213) 01°14.183'N 103°46.222'E
(204) 01°14.521'N 103°45.809'E

*Note: There is no change to the limits of this fairway.

(2.8) **West Keppel Fairway** is bounded by a line joining the following geographical positions:

(214) 01°15.391'N 103°45.677'E
(215) 01°15.848'N 103°46.366'E
(216) 01°15.523'N 103°46.603'E
(217) 01°15.189'N 103°47.159'E
(218) 01°16.115'N 103°47.707'E
(219) 01°15.746'N 103°48.307'E
(220) 01°15.595'N 103°48.392'E
(221) 01°14.345'N 103°47.118'E
(222) 01°14.521'N 103°45.809'E
(214) 01°15.391'N 103°45.677'E

*Note: There is no change to the limits of this fairway.
(2.9) **East Jurong Channel** is bounded by a line joining the following geographical positions:

(223) 01°17.955'N 103°42.713'E
(224) 01°17.948'N 103°43.634'E
(225) 01°17.335'N 103°44.408'E
(226) 01°16.741'N 103°44.895'E
(227) 01°16.087'N 103°45.692'E
(228) 01°15.768'N 103°46.245'E
(229) 01°15.391'N 103°45.677'E
(230) 01°15.881'N 103°45.047'E
(231) 01°16.396'N 103°44.777'E
(232) 01°16.551'N 103°44.741'E
(233) 01°17.017'N 103°44.286'E
(234) 01°17.688'N 103°43.439'E
(235) 01°17.696'N 103°42.866'E
(236) 01°17.687'N 103°42.710'E
(223) 01°17.955'N 103°42.713'E

*Note: There is no change to the limits of this channel.*

(2.10) **West Jurong Channel** is bounded by a line joining the following geographical positions:

(237) 01°16.028'N 103°38.429'E
(238) 01°16.368'N 103°38.698'E
(239) 01°16.910'N 103°39.767'E
(240) 01°17.153'N 103°40.112'E
(241) 01°17.608'N 103°40.701'E
(242) 01°17.797'N 103°41.098'E
(243) 01°17.910'N 103°41.848'E
(244) 01°17.964'N 103°42.682'E
(245) 01°17.685'N 103°42.679'E
(246) 01°17.621'N 103°41.596'E
(247) 01°17.413'N 103°40.892'E
(248) 01°16.937'N 103°40.275'E
(249) 01°16.674'N  103°39.903'E
(250) 01°16.435'N  103°39.433'E
(251) 01°15.922'N  103°39.077'E
(237) 01°16.028'N  103°38.429'E

*Note: There is no change to the limits of this channel.

(2.11) **Temasek Fairway** is bounded by a line joining the following geographical positions:

(252) 01°16.121'N  103°39.216'E
(253) 01°15.627'N  103°39.216'E
(254) 01°13.084'N  103°40.433'E
(255) 01°12.729'N  103°39.472'E
(256) 01°13.780'N  103°39.501'E
(257) 01°15.440'N  103°38.709'E
(258) 01°16.374'N  103°38.709'E
(252) 01°16.121'N  103°39.216'E

*Note: The limits of the fairway have been revised to cater for the Tuas Port development.

(2.12) **Sinki Fairway** is bounded by a line joining the following geographical positions:

(259) 01°12.317'N  103°38.355'E
(260) 01°13.152'N  103°40.617'E
(261) 01°14.974'N  103°42.403'E
(262) 01°15.639'N  103°43.817'E
(263) 01°16.396'N  103°44.777'E
(264) 01°15.881'N  103°45.047'E
(265) 01°15.355'N  103°44.044'E
(266) 01°15.208'N  103°45.090'E
(267) 01°15.284'N  103°45.572'E
(268) 01°15.391'N  103°45.677'E
(269) 01°14.521'N  103°45.809'E
(270) 01°14.215'N  103°43.597'E
(271) 01°11.972'N  103°39.690'E
(259) 01°12.317'N 103°38.355'E

*Note: There is no change to the limits of this fairway.
NEAR-MISS REPORTING

A near-miss is defined as a sequence of events and/or conditions that could have resulted in loss. This loss was prevented only by a fortuitous break in the chain of events and/or conditions. The potential loss could be human injury, environmental damage, or negative business impact.¹

2. Reporting of near-misses plays an important role in learning from mistakes, and preventing accidents and their serious consequences. All ships plying in Singapore waters and the Singapore Strait are encouraged to report to the Maritime and Port Authority of Singapore if near-misses are encountered and/or observed. These reports are confidential and not intended to apportion blame or to determine liability, but to assist in improving the safety of navigation. Reporting may be via the following means:

MARINE SAFETY CONTROL CENTRE
Telephone numbers: 6325 2488, 6325 2489, 6220 3803
Facsimile number: 6325 2484
VHF Channel: 07
Email: pms_mpa@mpa.gov.sg

PORT OPERATIONS CONTROL CENTRE
Telephone numbers: 6325 2493, 6325 2494
Facsimile number: 6224 5776
VHF Channel: 05, 10, 12, 14, 16, 18, 21, 22, 25, 68, 73
Email: pocc@mpa.gov.sg

¹ IMO MSC-MEPC.7/Circ.7, 2008
3 To ease the submission of such near-misses, a simplified near-miss reporting form is attached in ANNEX A. The report should contain as much of the information as is readily available.

4 This circular does not supersede or remove the obligation for reporting of accidents to the Director as required by Shipping Circular No. 03 of 2014.

5 Please contact Capt Chong Jia Chyuan at DID (65) 6773 7408 if you have any queries.

DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex A

Maritime and Port Authority of Singapore

REPORT OF A NEAR-MISS

This is a voluntary, confidential reporting of marine near-misses. No information provided in this report will be used by MPA to commence litigation or prosecution.

## SECTION I – PARTICULARS OF REPORTING SHIP

<table>
<thead>
<tr>
<th>Own Ship</th>
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<tr>
<td>IMO No.</td>
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<tr>
<td>Type of Ship</td>
<td>Gross Tonnage</td>
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## SECTION II – INCIDENT DETAIL

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<tr>
<td>Near-miss involved own ship: YES / NO</td>
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<tr>
<td>Other Ship (if any)</td>
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<tr>
<td>Name of Ship 1</td>
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<tr>
<td>Name of Ship 2</td>
<td></td>
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<tr>
<td>Weather conditions</td>
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<tr>
<td>Description of the near-miss</td>
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</table>
Bunker Suppliers / Bunker Craft Operators / Bunker Surveyors
Testing Laboratories
Shipping Community

IMPLEMENTATION OF SINGAPORE STANDARD FOR BUNKERING SS 600 : 2014 and SS 524 : 2014

At the 18th Singapore International Bunkering Conference (SIBCON) in Oct 2014, MPA announced that SPRING Singapore and the Maritime and Port Authority of Singapore (MPA) have launched 2 revised standards, the Singapore Standard SS 600 : 2014 – Code of Practice for Bunkering and SS 524 : 2014 – Quality Management for Bunker Supply Chain, to further enhance consistency in practices in the delivery of bunkers for vessels calling at the Port of Singapore.

2. The SS 600 : 2014 sets out guidelines and procedures to ensure that the correct quality and quantity of bunkers are being delivered safely and efficiently. The improved standard includes better controls and safeguards with additional requirements for gauging tanks during a bunkering operation. The changes include the following:

a. Merging of Chapters 1 and 2 of SS 600 : 2008 and restructuring of the code according to the bunkering processes (pre, during and post);

b. Clause 4 describes the general requirements and Clause 5 covers detailed processes, procedures, roles and responsibilities of all stakeholders (cargo officer, chief engineer and bunker surveyor (if engaged)).
3 The SS 524 : 2014 put in place a comprehensive quality management system for the bunker supply chain. The improved standard incorporate the latest developments in international quality management systems and practices set out jointly by the International Organization for Standardization (ISO). Such alignment is necessary for bunker operations in Singapore to continue to be on par with international benchmarks. Bunker suppliers are required to set up and execute their quality management system based on the requirements of this Singapore Standard as part of the accreditation scheme of bunker supplier in Singapore.

4 From 1 Sep 2015, all bunker suppliers, bunker craft operators and bunker surveyors are required to comply with the requirements of SS 600 : 2014 and SS 524 : 2014.

5 Shipowners / bunker buyers, charterers, operators and shipping agents are urged to adhere to the requirements and procedures of the latest standards when their vessels call at Singapore for bunkering.

6 The Singapore Standards can be purchased at the following address:

   TOPPAN LEEFUNG PTE. LTD  
   1 KIM SENG PROMENADE, #18-01 GREAT WORLD CITY EAST  
   TOWER SINGAPORE 237994  
   Tel: (65) 6826 9691  
   Fax: (65) 6820 3341  
   Email: singaporestandardseshop@toppanleefung.com  
   Website: www.singaporestandardseshop.sg

7 Should you have any queries, please contact our officers at telephone numbers (65) 6325 2308 / 2309 or write to us at msd@mpa.gov.sg.

Dr Parry Oei  
Director (Port Services) & Chief Hydrographer  
for Chief Executive  
Maritime and Port Authority of Singapore
REVOCATION OF LICENCES OF TWO BUNKER SUPPLIERS DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) has revoked the bunker supplier and bunker craft operator licences of Hong Fatt Oil Trading Pte Ltd and Tankoil Marine Services Pte Ltd with effect from 9 February 2015. The two companies are no longer allowed to operate as bunker suppliers and bunker craft operators in the Port of Singapore.

2. As part of MPA’s ongoing regulatory efforts to ensure the safety, reliability and quality of bunker supplies in Singapore, routine checks were conducted last year on Hong Fatt Oil Trading Pte Ltd and Tankoil Marine Services Pte Ltd.

3. MPA’s separate investigations into the two companies revealed discrepancies and wrongful declarations in the records kept on board their bunker tankers. There were also incidences of transfers of bunkers between bunker tankers that were done without MPA’s approval. MPA has therefore decided to revoke the companies’ licences as they had breached the terms and conditions of their bunker supplier and bunker craft operator licences.

4. MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA will take firm action against any licensee who has acted in contravention of their licences, including suspending or revoking their bunker licences, as appropriate.

5. Please contact Mr Md Elfian Harun at tel. no. 6325 2309 or email Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 15 OF 2014

1 Dec 2014

Shipping Community

REVISION OF SINGAPORE EASTERN PILOT BOARDING GROUNDS AND MEASURES TO ENHANCE SAFETY OF NAVIGATION FOR THE EASTERN APPROACHES OF THE PORT OF SINGAPORE

1. The Port Master hereby makes the following revisions to the Pilot Boarding Grounds for the Port of Singapore:

Revision of Eastern Pilot Boarding Grounds

   a. Relocation of Singapore Pilot Eastern Boarding Ground “B” (PEBGB)
      PEBGB will be relocated to (01° 15.408’ N, 103° 56.956’ E). This boarding ground is to be used by all vessels arriving from the west proceeding to the anchorages in the eastern sector of the port, or as may be directed by the Port Master.

   b. Introduction of new Singapore Pilot Eastern Boarding Ground “C” (PEBGC)
      A new Singapore Pilot Eastern Boarding Ground “C” (PEBGC) will be implemented at position (01° 15.885’ N, 103° 57.834’ E). This boarding ground is to be used by all vessels arriving from the east proceeding to the eastern or western sector of the port, or as may be directed by the Port Master.

2. There will be no changes to the other existing Pilot Boarding Grounds in the Port of Singapore. (Please refer to Appendix 1 for the revised list of Pilot Boarding Grounds in the port.)

Measures to Enhance Safety of Navigation for the Eastern Approaches of the Port of Singapore

3. MPA and PSA Marine have put in place a scheduling system for vessels embarking pilots at PEBGB and PEBGC. Only 1 vessel will be scheduled to arrive at PEBGB and PEBGC
at any one time; and the next vessel at an interval of not less than 15 minutes. To complement this, MPA has also established interim recommendatory measures for vessels embarking pilots at PEBGB and PEBGC. These vessels are strongly advised to adopt the following measures to ensure safety of navigation in the approaches to PEBGB and PEBGC.

a. A vessel proceeding to PEBGB or PEBGC should maintain a minimum separation distance of 1 nautical mile with a vessel ahead which is also proceeding to PEBGB or PEBGC. The information on vessels proceeding to PEBGB and PEBGC will be provided by the Singapore VTIS.

b. Vessels when executing the passage plan to the approaches of PEBGB and PEBGC shall do so at a safe speed, taking into consideration the separation distance and factors listed in Rule 6 of the COLREGs, such as the state of visibility, available sea room and traffic density among others.

c. Vessels on the eastbound lane of the Traffic Separation Scheme (TSS) intending to cross the TSS on an approach to PEBGB are advised to do so at right angles to the TSS, and in compliance with the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs) and the good practice of seamanship.

4. The Singapore Strait is a relatively narrow and busy waterway. For safety of navigation, Masters and watchkeeping officers of all vessels are reminded to fully comply with the COLREGs at all times. Masters and watchkeeping officers of vessels are also reminded of the importance of keeping proper lookout and proceeding at safe speeds when navigating. They are also reminded to conduct passage planning for the safe conduct of vessels.

5. In line with the good practice of seamanship to enhance the situational awareness of other marine traffic in the vicinity, Masters of vessels making an approach to the Singapore Pilot Boarding Grounds (as listed in Appendix 1) are recommended to share their designated pilot embarkation ground in their onboard Automatic Identification System (AIS). For example, vessels heading to PEBGB are encouraged to indicate “Singapore – PEBGB” in their AIS.

6. Shipowners, Managers and agents are requested to bring the contents of this circular to the attention of Masters and officers.

7. A chartlet showing the revisions to the Pilot Boarding Grounds is attached in Appendix 2. Notices to Mariner will also be promulgated to inform mariners of the change in position of PEBGB and the new PEBGC.

8. This circular shall take effect from 0001 hours (Local Time) on 1 January 2015.

9. Any queries relating to this circular should be directed to Capt Charles De Souza at DID (65) 6325 2420 and /or Capt Henry Heng at DID (65) 67737433.

CAPT DAKNASH GANASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
## APPENDIX 1

### PILOT BOARDING GROUNDS IN THE PORT OF SINGAPORE

<table>
<thead>
<tr>
<th>Name</th>
<th>Position</th>
<th>Purpose</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastern Boarding Ground “A” (PEBGA)</td>
<td>01° 13.517’ N 103° 53.447’ E</td>
<td>For vessels other than tankers arriving from the east or west, proceeding to port facilities and anchorages in the eastern or western sector, or as may be directed by the Port Master.</td>
</tr>
<tr>
<td>Eastern Boarding Ground “B” (PEBGB)</td>
<td>01° 15.408’ N 103° 56.956’ E</td>
<td>For vessels arriving from the west calling at the anchorages in the eastern sector of the port, or as may be directed by the Port Master.</td>
</tr>
<tr>
<td>Eastern Boarding Ground “C” (PEBGC)</td>
<td>01° 15.885’ N 103° 57.834’ E</td>
<td>For vessels arriving from the east proceeding to the anchorages in the eastern or western sector of the port, or as may be directed by the Port Master.</td>
</tr>
<tr>
<td>Southern Boarding Ground (PSBG)</td>
<td>01° 11.702’ N 103° 49.666’ E</td>
<td>Upon prior permission from the Port Master.</td>
</tr>
<tr>
<td>Western Boarding Ground “A” (PWBGA)</td>
<td>01° 12.906’ N 103° 36.073’ E</td>
<td>For vessels arriving from the west, or as may be directed by the Port Master.</td>
</tr>
<tr>
<td>Western Boarding Ground “B” (PWBGB)</td>
<td>01° 12.027’ N 103° 39.481’ E</td>
<td>For tankers, chemical and gas carriers bound for the ALGAS anchorage and port facilities located in the western side of Singapore, or as may be directed by the Port Master.</td>
</tr>
<tr>
<td>East Johor Strait Boarding Ground (PJSB)</td>
<td>01° 17.650’ N 104° 06.393’ E</td>
<td>For vessels arriving from the east or west, calling at the anchorages in Changi or the Eastern Sector and port facilities in the East Johor Strait or upon prior permission from the Port Master.</td>
</tr>
<tr>
<td>Gusong Boarding Ground (PGBG)</td>
<td>01° 10.465’ N 103° 46.887’ E</td>
<td>For vessels arriving from the east calling at the anchorages in Sudong Sector or Raffles Reserved Anchorage with prior permission from the Port Master.</td>
</tr>
</tbody>
</table>
The Singapore Customs has reviewed and amended the permit exemptions under the Strategic Goods (Control) Regulations. The changes affect the transshipment or transit of strategic goods.

2 The Singapore Customs’ circular on the changes is attached as Appendix 1.

3 Any queries relating to this circular should be directed in writing to Singapore Customs at their dedicated email contact: customs_stgc@customs.gov.sg.

CAPT DAKNASH GNASEN
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Circular No: 12/2014
01 Sep 2014

To Traders and Declaring Agents

Dear Sir/Madam

CHANGES TO PERMIT EXEMPTIONS UNDER REGULATION 13(2) OF THE STRATEGIC GOODS (CONTROL) REGULATIONS

As part of our continuous efforts to enhance Singapore’s strategic goods control system, Singapore Customs has reviewed the permit exemptions under Regulation 13(2) of the Strategic Goods (Control) Regulations (SGCR).

With effect from 1 Jan 2015, the permit exemptions will not apply to the transhipment or bringing in transit of the strategic goods listed in the Fourth & Fifth Schedule of the SGCR. Please refer to the ANNEX for the list of items. For a full list of item descriptions, you may wish to refer to the Strategic Goods (Control) Order 2013 at: http://www.customs.gov.sg/NR/rdonlyres/177959A4-7BC3-42C1-BA7B-455A29FACCDE/0/StrategicGoodsControlOrder2013.pdf.

We would also like to remind you that the current requirement for a strategic goods permit for the transhipment and bringing in transit of items intended or likely to be used, wholly or in part, for or in connection with the production or development of Weapons of Mass Destruction (WMD) remains unchanged.

In addition, the controls and prohibitions made under other domestic legislations remain unchanged. This includes the prohibitions under the Regulation of Imports and Exports Regulations (RIER) that gives effect to the United Nations Security Council (UNSC) Resolutions.

Generally, for the transhipment or bringing in transit of strategic goods, the person who issues the through bill of lading or through air waybill, or the person acting on his behalf, should ensure that a permit is applied well in advance with a complete set of supporting documents for the transfer of the strategic goods. This would allow ample time for assessment by Singapore Customs and avoid last minute shipment delays.

For ease of compliance with the new requirements, you are strongly encouraged to review your current processes and make the necessary adjustments when the new regulations are effected. More information is provided in Box 1.
Box 1: Summary of new requirements with effect from 1 Jan 2015

Transhipment of strategic goods:

a. The Fourth Schedule to the SGCR will be expanded. A strategic goods transhipment permit (Message/Declaration Type code = TNP/TTI or TNP/TTF) is required for the transhipment of items listed in this Schedule, with no exemptions.

b. Some new items include lithium isotope separation facilities, chlorine trifluoride (ClF₃), certain machine tools and their specially designed software, and certain pressure sensors and their related technology.

c. Information security systems, equipment and their specially designed inspection and production equipment under Category Codes 5A2 and 5B2 will be removed from the Fourth Schedule.

d. The permit application should be submitted at least 5 working days \textbf{before the loading} of goods onto the conveyance on which the goods are to be brought out of Singapore.

Transit of strategic goods:

a. A new Fifth Schedule will be added to the SGCR. A strategic goods transit permit (Message/Declaration Type code = TNP/TTF) is required for the bringing in transit of items listed in this Schedule, with no exemptions.

b. The items in this Schedule include military items and more sensitive dual-use items such as arms, ammunitions, military vehicles, special fissile materials, certain pumps and valves, as well as their related software and technology.

c. The permit application should be submitted at least 5 working days \textbf{before the arrival} of the conveyance on which the goods are to be brought in transit into Singapore.

Please note:

For more information on the permit declaration procedures, you may wish to refer to: http://www.customs.gov.sg/NR/rdonlyres/PDF/TN4-1ProceduresforSTSPermits.pdf

7 If you have any further enquiries, clarifications or feedback, please email to customs_stgc@customs.gov.sg.

Yours faithfully

Karen Lim Shu Wen
Head Trade Strategy & Security Branch

\textit{for} Director-General of Customs

Singapore Customs

\textit{(This is a computer-generated circular. No signature is required.)}

We hope that this circular has been written in a way that is clear to you. If not, please let us have suggestions on how to improve this circular at customs_stgc@customs.gov.sg.
ANNEX

REGULATION 13(2) OF THE STRATEGIC GOODS (CONTROL) REGULATIONS

(DRAFT)

<table>
<thead>
<tr>
<th><strong>FOURTH SCHEDULE</strong> (GOODS THE TRANSHIPMENT OF WHICH THE EXEMPTION UNDER REGULATION 13(2)(a) DOES NOT APPLY)</th>
<th><strong>FIFTH SCHEDULE</strong> (GOODS THE BRINGING IN TRANSIT OF WHICH THE EXEMPTION UNDER REGULATION 13(2)(b) DOES NOT APPLY)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Goods specified in the following Category Codes in Division 2 of Part I of the Schedule to the Strategic Goods (Control) Order: ML1; ML2; ML3; ML4; ML6; ML7; ML8; ML9; and ML10.</td>
<td>ML1; ML2; ML3; ML4; ML6; ML7; and ML8.</td>
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<td>Goods specified in the following Category Codes in Division 2 of Part II of the Schedule to the Strategic Goods (Control) Order: 0A, 0B, 0C, 0D, 0E; 1A202, 1A225, 1A226, 1A227; 1B201, 1B225, 1B226, 1B227, 1B228, 1B229, 1B230, 1B231, 1B232, 1B233; 1C202, 1C210, 1C216, 1C225, 1C226, 1C227, 1C228, 1C229, 1C230, 1C231, 1C232, 1C233, 1C234, 1C235, 1C236, 1C237, 1C238, 1C239, 1C240, 1C350 [ONLY 1C350.1. to 9., 11., 12., 13., 17., 18., 19., 21., 22., 23., 26. to 36., 38., 46., 51., 52., 54. to 57., 59., 63.], 1C351 [ONLY 1C351.a.2., 4., 5., 7., 8., 10. to 17., 19., 31., 1C351.b.1., 3., 4., 1C351.c.1., 2., 3., 4., 7., 8., 9., 13., 1C351.d.1., 2., 4. to 7., 12.], 1C352 [ONLY 1C352.a.1. to 4., 9., 10., 12., 14., 15., 17., 1C352.b.], 1C354 [ONLY 1C354.b.1., 5., 1C354.c.1.], 1C450;</td>
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</table>
Shipping Community

PORT MARINE CIRCULAR
No. 11 of 2014

25 Sep 2014

PORT HEALTH CLEARANCE PROCEDURES FOR VESSELS ARRIVING SINGAPORE

1. This circular supersedes Port Marine Circular No. 7 of 2000.

2. The updated procedures for Port Health Clearance as advised by the Port Health Office are reproduced below.

INWARD HEALTH CLEARANCE

Vessels liable for quarantine

3. The following categories of vessels will not be granted free/radio pratique and they must anchor on arrival at the Quarantine Anchorage for inspection by the Port Health officers:

   (a) vessels which have been in any plague-infected area within 60 days prior to arrival in Singapore;

   (b) vessels which report the occurrence of illness on board with the following signs and symptoms:

      (1) temperature of 38° C or greater which was accompanied or followed by any one or more of the following – rash, jaundice, glandular swelling, or which persisted for more than 48 hours; and
(2) diarrhoea, severe enough to interfere with work or normal activity.

(c) vessels with death on board;

(d) vessels with high mortality among rodents; and

(e) vessels with refugees on board.

4 The Master, owner or agent of a vessel under any of the categories mentioned in paragraph 3 shall:

(a) notify Port Health Office not less than 4 hours and not more than 12 hours before arrival;

(b) display the appropriate day and night signal when the vessel enters the Singapore Port Limit;

(c) anchor at the Quarantine Anchorage and wait until port health clearance is obtained from the Port Health Office; and

(d) ensure that no person, other than a pilot, immigration officer or customs officer, boards or leaves the vessel without the permission of the port health officer.

Vessels exempted from Port Health Clearance

5 The following categories of vessels are exempted from port health clearance:

(a) passenger vessels with no sickness or death (other than deaths from accidents) on board;

(b) vessels arriving from a non-infected port with no sickness or death on board;

(c) naval and war ships; and

(d) vessels going out of port limits for sea trials.

Deratting Certificate/Deratting Exemption Certificate and Vessels from Plague-Infected Ports

6 All vessels arriving Singapore are required to be in possession of a valid Deratting Certificate/Deratting Exemption Certificate. Additionally, all vessels arriving from plague-infected ports must be inspected and fumigated if found to be infested with rodents.
The port health officer reserves the right to examine any vessel, the right to require the production or submission of any document and the right to require any ship to proceed to the Quarantine anchorage for Inward Health Clearance and/or compliance with health requirements.

The Master, owner, or agent is responsible for complying with any health requirement and/or correction of any health irregularity immediately after arrival.

Masters, owners and agents are to take note that the granting of port health clearance or radio/free pratique merely clears the vessel as far as Port Health Office is concerned and does not exempt the vessel from the requirements of other Authorities.

**OUTWARD HEALTH CLEARANCE**

Outward health clearance is not required for any vessel.

For further information on Port Health matters, Masters, owners and agents may contact the Port Health Office through VHF Channel 14 or at:

Port Health Office  
Central Regional Office  
National Environment Agency  
4545 Jalan Bukit Merah  
Singapore 159466  
Tel: 62222585/62226924  
Fax: 62226924

CAPT DAKNASH GANASEN  
PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
The Maritime and Port Authority of Singapore (MPA) has cancelled the bunker supplier and bunker craft operator licences of Northwest Resources Pte Ltd with effect from 1 September 2014.

2 MPA’s investigations on Northwest Resources Pte Ltd disclosed breaches by Northwest Resources Pte Ltd of the terms and conditions of their bunker supplier and bunker craft operator licences. MPA has therefore decided to cancel both their licences.

3 MPA’s cancellation of Northwest Resources Pte Ltd’s bunker licences follows the conviction of one of the company’s Directors for bunkering-related corruption offences. Leong Kok Kheong, a Director of Northwest Resources Pte Ltd, was charged with 50 counts of bunkering-related offences under the Prevention of Corruption Act. The offences were committed in May and June 2008. Leong was convicted on 29 April 2014 after he pleaded guilty to 15 charges. The rest of the charges were taken into consideration. He was sentenced to a total of 21 weeks imprisonment and fined a total of $375,000.
4 With the cancellation of both their bunker licences, Northwest Resources Pte Ltd will no longer be allowed to operate as bunker supplier and bunker craft operator in the Port of Singapore.

5 The MPA reminds all licensed bunker suppliers and bunker craft operators to adhere strictly to the terms and conditions of their bunker licences. MPA does not condone illegal practices in the bunkering industry, and will take firm action against any bunker supplier or bunker craft operator who has acted in contravention of their bunker licences, including suspending or cancelling their bunker licences, as appropriate.

6 Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

DR PARRY OEI
DIRECTOR (PORT SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Maritime and Port Authority of Singapore

Port Marine Circular

No.07 of 2014

1 April 2014

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

Cancellation of Coteam Petroleum Trading Pte Ltd’s Bunker Supplier and Bunker Craft Operator Licences due to Contravention of Terms and Conditions of the Licences

The Maritime and Port Authority of Singapore (MPA) cancelled the bunker supplier and bunker craft operator licences that were issued to Coteam Petroleum Trading Pte Ltd (“Coteam Petroleum”) with effect from 1 April 2014 as they contravened the terms and conditions of the bunkering licences.

2. Coteam Petroleum was found to have breached Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier) by allowing other companies to use their Bunker Delivery Notes to supply bunkers. They were also found to have breached Clause 31 of the terms and conditions of the Bunkering Licence (Bunker Craft Operator) for delivering bunkers on behalf of an unlicensed company to customers of that company.

3. All licensed Bunker Suppliers are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence. In addition, under Clause 31 of the terms and conditions of the Bunkering Licence (Bunker Craft Operator), bunker craft
operators shall not make use of any bunker craft to deliver bunkers on behalf of any person, firm or company or which is not a bunker supplier licensed by MPA.

4 MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened the terms and conditions of its Licences.

5 Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
ENHANCEMENT TO MARINET SYSTEM

1. On 1 Apr 14, MPA will launch a series of e-Finance initiatives on the Marinet system. e-Finance aims to provide customers with increased convenience in retrieving financial documents and offer alternative modes of payment. The new e-Finance services will comprise the following:

   • e-Bills: Bills of up to a year can be viewed, downloaded or printed online
   • e-Statement: Statements of accounts of up to a year can be retrieved online
   • e-Payment: Payments for bills and fines can be made using e-Nets which is a direct debit to bank account or credit card (Visa, Mastercard and Amex)
   • e-Wallet: Payments for value-added services can be made using e-Wallet’s stored value system. Customers on Giro can choose to top up the e-Wallet using Giro. Details on e-Wallet are in Annex A.

2. All Marinet users will be able to utilise these new e-Finance services free of charge, via Marinet at https://marinet.mpa.gov.sg.

3. We are pleased to announce that in response to customer feedback, access charges to Marinet will be removed from 1 April 2014. Access charges comprise of the monthly subscription fee of $10.70, Marinet Log-on ID registration charge of $42.80 each and Singpass logon charge of $0.21 each.
4. With free Marinet access, customers with existing Marinet access\(^1\) would enjoy cost savings ranging from $128 to $556 per year.

5. Any queries relating to this circular should be directed via e-mail to: MPA_AR@mpa.gov.sg or Tel:(65) 6375-1695

DAKNASHAMOORTHY GANASEN
DEPUTY PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Enclosures:
Annex A: e-Wallet Initiatives

\(^1\) Marinet access charges are still payable prior to 1 Apr 14.
E-Wallet Initiatives

1. Marinet’s value-added services include the provision of real-time information on vessel movement and location, allowing companies to make informed business decisions.

2. Value-added services include the following chargeable services:
   - Vessel Movement Alert at $0.21 per SMS
   - Vessel Mobile Services at $0.21 per SMS
   - Daily Shipping State List at $0.64 per enquiry
   - I-Track for own vessels at $10.70 per vessel per month
   - I-Track for own vessels at $1.07 per vessel per day

3. Small value bills are generated from these transactions. Hence to improve process efficiency, e-Wallet would be introduced for the payment of these value added services.

4. With e-Wallet, Companies will no longer receive bills for these transactions and payments will be made through a stored value system via Marinet. Companies can top up the stored value\(^2\) in their e-Wallet using the various e-Payment modes.

5. Customers can top up e-Wallet using Giro, and they would be billed for the top-up values.

6. To encourage the use of e-Wallet, all existing customers\(^3\) will be given a free one-off $10 stored value which they can use to pay for value-added services on e-Wallet.

\(^2\) The denomination for the top up of the stored value would be set at $10, $50, $100 and $300. The stored value would be capped at $500.

\(^3\) Existing customers refer to customers who have signed on to Marinet prior to 1 April 2014.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

NO. 03 OF 2014

13 Feb 2014

Shipping Community
Harbour Craft Community

IMPORTANCE OF SAFE NAVIGATION IN THE SINGAPORE STRAIT AND SINGAPORE WATERS

1 All types of ship including Very Large Crude Carriers, Very Large Ore Carriers, Mega Container Ships and unwieldy tows navigate through the busy Singapore Strait and call at the Port of Singapore. Hence, the safety of navigation in the Singapore Strait and Singapore waters are of utmost importance.

2 Shipmasters and watchkeeping officers when navigating in these waters are reminded to:

a) Maintain vigilance, keep proper lookouts and proceed at safe speed taking into consideration the prevailing weather conditions;

b) Maintain VHF radio watch and listen for regular traffic information promulgated by the Singapore Vessel Traffic Information Service (VTIS) to ensure safety of navigation. The information, advice, warnings and alerts provided by Singapore VTIS are to assist shipmasters in the safe navigation and do not relieve shipmasters from their duties and responsibilities of the ship;

c) Conduct master/pilot exchange of information and passage plan; and

d) Brief bridge team thoroughly on the intended passage.
3 Shipmasters and watchkeeping officers of all vessels are reminded to fully comply, at all times, with the International Regulations for Preventing Collisions at Sea, 1972 and the Port Regulations applicable within Singapore port limits. Failure to observe these regulations may result in accidents, and the responsible parties may also be prosecuted under the Merchant Shipping Act, the Maritime and Port Authority of Singapore Act, and/or the Penal Code.

4 Shipowners, managers and agents are requested to bring the contents of this circular to the attention of shipmasters and officers.

CAPT KEVIN WONG
DEPUTY PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

CANCELLATION OF LICENCES OF TWO BUNKER SUPPLIERS DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) cancelled the bunker supplier licences of Excel Petroleum Enterprise Pte Ltd and Lian Hoe Leong & Brothers Pte Ltd with effect from 15 January 2014 for contravening the terms and conditions of the bunkering licences.

2 Both companies were found to have breached Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier) by allowing other companies to use their Bunker Delivery Notes to supply bunkers.

3 All licensed Bunker Suppliers are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence.

4 MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened the terms and conditions of its Licences.
Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Shipping Community

CLASSIFICATION AS SHIPYARD OR OFFSHORE MARINE FACILITY FOR THE PURPOSES OF PORT DUES

Under the revised port dues structure, Category 3 and Category 4 port dues rates may be granted to vessels calling at shipyards and offshore marine facilities for specified purposes respectively.

2 New facilities that wish to be considered as a shipyard\(^1\) or offshore marine facility\(^2\) for the purposes of concessionary port dues will need to complete the application form at Annex A incorporating the following:

(a) Documentary proof (such as Memorandum and Articles of Association and recent ACRA printout) that (i) shipyard and/or (ii) offshore marine activities are included as business activities of the company; and

(b) Indicate the company’s latest audited annual total revenue (with a copy of the latest audited annual financial statements showing this) and estimated annual revenue from (i) shipyard and/or (ii) offshore marine activities.

3 The completed form together with the necessary documents should be submitted to:

Maritime and Port Authority of Singapore
7B Keppel Road #19-07/09
Tanjong Pagar Complex Singapore 089055
Attn: Capt Charles Alexandar De Souza, Controller (PEL)

4 For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capt Charles Alexandar De Souza</td>
<td><a href="mailto:Charles_Alexandar_De_Souza@mpa.gov.sg">Charles_Alexandar_De_Souza@mpa.gov.sg</a></td>
<td>DID: 6325 2420</td>
</tr>
<tr>
<td></td>
<td></td>
<td>HP: 9827 7525</td>
</tr>
</tbody>
</table>

\(^1\) A shipyard location refers to a place or facility that is used for the construction, reconstruction, repair, refitting, finishing or breaking up of ships.

\(^2\) An offshore marine facility refers to a place or facility that is used for offshore oilfield services such as manufacturing, engineering, repair, and maintenance of systems, equipment and supplies to support the marine oil and gas industry’s exploration, development and production activities.
Thank you.

DAKNASHAMOORTHY GANASEN
DEPUTY PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
APPLICATION FORM

CLASSIFICATION AS SHIPYARD OR OFFSHORE MARINE FACILITY FOR THE PURPOSES OF PORT DUES

This form may take you 20 minutes to complete. You will need the following information to complete the form:

- The company's Memorandum and Articles of Association (M&AA);
- A recent Accounting and Corporate Regulatory Authority (ACRA) printout of the company; and
- The company's latest audited annual financial statements.

1. To assist us to evaluate your application, please provide the information requested. If space is insufficient, a separate sheet may be used.

2. All information given will be kept confidential.

3. For any queries or clarifications, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Telephone</th>
</tr>
</thead>
<tbody>
<tr>
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<td><a href="mailto:Charles_Alexandar_De_Souza@mpa.gov.sg">Charles_Alexandar_De_Souza@mpa.gov.sg</a></td>
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4. The completed form together with the necessary documents are to be submitted to:

   Maritime and Port Authority of Singapore
   7B Keppel Road #19-07/09
   Tanjong Pagar Complex Singapore 089055
   Attn: Capt Charles Alexandar De Souza, Controller (PEL)
PART I: COMPANY DETAILS

<table>
<thead>
<tr>
<th>Details</th>
<th>Please provide</th>
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<tbody>
<tr>
<td>Name of Company</td>
<td></td>
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<tr>
<td>Mailing Address</td>
<td></td>
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<tr>
<td>Contact Person</td>
<td></td>
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<tr>
<td>Position of Contact Person(^1)</td>
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<tr>
<td>Telephone Number</td>
<td></td>
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<tr>
<td>E-mail Address</td>
<td></td>
</tr>
<tr>
<td>Fax Number</td>
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PART II: WATERFRONT FACILITY DETAILS

<table>
<thead>
<tr>
<th>#</th>
<th>Facility Address and land lot number</th>
<th>Lease Period</th>
<th>Leased From</th>
<th>Occupied By</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Please provide the full facility address, including postal code as well as the land lot number as issued by JTC/SLA/others (Please specify)</td>
<td>Please provide lease commencement and expiry date, in the format dd/mm/yy to dd/mm/yy</td>
<td>JTC/SLA/ Others (Please specify)</td>
<td>Company name(s)</td>
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</tr>
</tbody>
</table>

\(^1\) Maritime and Port Authority of Singapore may contact the person with regard to the Company’s declaration.
ANNEX A

PART II: REVENUE DETAILS

“Shipyard” refers to a place or facility that is used for the construction, reconstruction, repair, refitting, finishing or breaking up of ships; and

“Offshore marine facility” refers to a place or facility that is used for offshore oilfield services such as manufacturing, engineering, repair, and maintenance of systems, equipment and supplies to support the marine oil and gas industry’s exploration, development and production activities.

<table>
<thead>
<tr>
<th>Based on Latest Audited Financial Statements of Company(s) occupying the Waterfront Facility</th>
<th>Ref</th>
<th>Amount (S$)</th>
<th>Please Indicate Reference to Audited Financial Statements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tr>
<tr>
<td>Financial Year : FY________</td>
<td></td>
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<tr>
<td>Revenue from shipyard activities</td>
<td>(A)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue from offshore marine activities</td>
<td>(B)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Revenue from other activities</td>
<td>(C)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Revenue</td>
<td>Sum of (A to C)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PART III: PROVISION OF DOCUMENTS

Please check that the following items have been attached:

<table>
<thead>
<tr>
<th>#</th>
<th>Checklist</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Memorandum and Articles of Association (M&amp;AA)</td>
</tr>
<tr>
<td>2</td>
<td>A recent Accounting and Corporate Regulatory Authority (ACRA) printout of the company</td>
</tr>
<tr>
<td>3</td>
<td>The company’s latest audited annual financial statements.</td>
</tr>
</tbody>
</table>
ANNEX A

PART IV: DECLARATION

I declare that the information given in this application form and the relevant documents provided are correct and up-to-date to the best of my knowledge and belief. I declare that every document submitted pursuant to this application is true and genuine and I have no reason to believe that any document has been forged or fabricated. I agree to inform MPA as and when there are any changes to the above information provided.

____________________  ___________________
Signature of Company CEO                               Date

____________________  ___________________
Name in Block Letters                                   Company Stamp
Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

CANCELLATION OF BUNKERING LICENCE (BUNKER SUPPLIER) DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCE

The Maritime and Port Authority of Singapore (MPA) has, on 8 July 2013 cancelled the Bunkering Licence (Bunker Supplier) of Palmstone Petroleum Pte Ltd ("Palmstone Petroleum") for allowing another company to use Palmstone Petroleum’s Bunker Delivery Notes (BDNs) to supply bunkers to customers of that other company in breach of Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier).

2 All licensed Bunker Suppliers and Bunker Craft Operators are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence.

3 MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened any of the terms and conditions of its Licences.
Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARPINE AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

NO. 8 of 2013

1 July 2013

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

NON-RENEWAL OF BUNKERING LICENCE (BUNKER SUPPLIER) DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCE

The Maritime and Port Authority of Singapore (MPA) has, on 1 July 2013, decided not to renew the Bunkering Licence (Bunker Supplier) of Coast-Channels Marine Services Pte Ltd (“Coast-Channels”) for allowing other companies to use Coast-Channels’ Bunker Delivery Notes (BDNs) to supply bunkers to the customers of those other companies in breach of Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier). This non-renewal of licence is akin to a cancellation.

2 All licensed Bunker Suppliers are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence.

3 MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened any of the terms and conditions of its Licences.
4 Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
The Maritime and Port Authority of Singapore (MPA) has, with effect from 24 June 2013, cancelled the licences of two bunkering service providers for contravening the terms and conditions of their bunkering licences.

2 Golden Lights HS Bunkering Pte Ltd’s Bunkering Licence (Bunker Supplier) was cancelled as they allowed another company to use their Bunker Delivery Notes (BDNs) to supply bunkers to the customers of that other company in breach of Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier). Shing Li Shipping Pte Ltd’s Bunkering Licence (Bunker Craft Operator) was cancelled as they were found to have breached Clause 31 of the terms and conditions of the Bunkering Licence (Bunker Craft Operator) for delivering bunkers on behalf of an unlicensed company to customers of that company.

3 All licensed Bunker Suppliers are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose
of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence. All licensed Bunker Craft Operators are also reminded that under Clause 31 of the terms and conditions of the Bunkering Licence (Bunker Craft Operator), bunker craft operators shall not make use of any bunker craft to deliver bunkers on behalf of any person, firm or company or which is not a bunker supplier licensed by MPA.

4. MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened any of the terms and conditions of its Licences.

5. Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
To: Shipping Community

RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING THE HOURS OF DARKNESS

This circular supersedes Port Marine Circular No. 02 of 2011.

2 Since 1 July 2011 vessels crossing the TSS and precautionary areas in the Singapore Strait have been recommended to display the night signals consisting of 3 all-round green lights in a vertical line. This measure was adopted by the IMO’s Maritime Safety Committee at its eighty-eighth session as an interim recommendatory measure. The night signals identify these vessels crossing the TSS during hours of darkness. This will allow other vessels in the appropriate lanes to take actions if required, thereby enhancing navigational safety.

2 The IMO’s Maritime Safety Committee at its ninety-first session in Nov 2012, in accordance with the provisions of resolution A.858(20), adopted the proposal to recognise the measure as a full-fledged recommendatory measure (i.e. it is no longer an interim measure) with effect from 1 June 2013 at 0000hrs UTC (0800hrs Singapore LT).

3 The night signals and the procedures remain unchanged. Ship owners, agents and masters of vessels are:

(a) To take note of the details regarding the display of the night signals set out in Appendix 1; and

(b) Recommended to comply with the procedures set out in Appendix 1 when intending to cross the TSS and precautionary areas in the Singapore Strait.
Please contact Capt Chong Jia Chyuan at DID (65) 6773 7408 if you have any queries.

JOLYN TAY
DEPUTY PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Appendix 1

RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING HOURS OF DARKNESS

1 Vessels are recommended to display, if carried, the night signals consisting of three all-round green lights in a vertical line in the following situations:

   (a) Vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and

   (b) Eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.

2 The night signals are recommended to be displayed by:

   (a) Vessels of 300 gross tonnage and above;

   (b) Vessels of 50 metres or more in length; and

   (c) Vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.

3 Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages should comply with the following procedures:

   (a) A vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively should comply with the following:

       (i) report to the VTIS to indicate its intention in advance, allowing VTIS to alert ships in the vicinity of the crossing vessel;

       (ii) display the signals consisting of three all-round green lights in a vertical line in ample time prior to crossing in order for other vessels to note the intention to cross the TSS or precautionary areas;

The technical specifications of the lights used in the “three green lights” signal should, if possible, comply closely with positioning and technical details of lights in annex I of COLREG.
(iii) when traffic conditions are favourable make a large alteration of course, if necessary, so as, to be readily apparent to other vessels in the vicinity observing visually or by radar and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow, and

(iv) report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.

(b) displaying the night signals does not exempt the crossing vessel of its obligations to comply with the COLREG.

Note: The above is an extract of IMO Circular SN.1/Circ 317 dated 4 December 2012.
SAFE NAVIGATION IN THE PORT OF SINGAPORE

1 As one of the busiest ports in the world, the Port of Singapore is used daily by all types of vessels including tankers, bulk carriers, container ships, ferries, barges under tow, small craft, etc.

2 Safety in the port is of utmost importance. Masters and watchkeeping officers of all vessels are reminded to fully comply with the International Regulations for Preventing Collisions at Sea, 1972 at all times to ensure safety of navigation.

3 Masters and watchkeeping officers of vessels are also reminded of the importance of keeping proper lookouts and proceeding at safe speeds when navigating. They are also reminded to conduct master/pilot exchange of information and passage plan for the safe conduct of vessel movement.

4 Shipowners, Managers and agents are requested to bring the contents of this circular to the attention of Masters and officers.
WATERBORNE FEE FOR SUPPLY OF PUB WATER TO VESSELS IN PORT

PUB has informed that with effect from 1 May 2013, customers taking water from PUB under the shipping category will have to pay a Waterborne Fee (WBF) currently set at $0.5607 (before GST) per cubic metre of water used. PUB’s letter to MPA is attached at Annex A for your reference.

2 As the WBF imposed by PUB is a tax to be levied on all water users, the WBF will be payable by all vessels in port taking PUB water. The WBF will be applicable for all PUB water supplies to vessels completed after 1 May 2013, 00:00 hours. Port users will see the WBF indicated as a separate line item in the bills for the PUB water quantity taken by the vessels.

3 For more information regarding the WBF imposed by PUB, you may wish to contact the PUB at 6731 3838 or refer to PUB’s website at http://www.pub.gov.sg/general/Pages/WaterTariff.aspx.
Date : 15 Feb 2013

Mr Lam Yi Young
Chief Executive
Maritime and Port Authority of Singapore
460 Alexandra Road #19-00 PSA Building
Singapore 119963

Dear Yi Young

CHARGING OF WATERBORNE FEE (WBF)

This is to inform you that with effect from 1 May 2013, customers taking water from PUB under the shipping category will have to pay the Waterborne Fee (WBF).

2. Shipping category customers have not been paying WBF. The Public Utilities Act (PUA) and Sewerage and Drainage Act (SDA) were amended in Apr 2012 to more accurately reflect the WBF as a tax contribution to the national used water system. A good public sewerage system helps protect and keep the environment clean. Everyone in Singapore therefore benefits from the used water system (directly or indirectly) and should make contribution to it.

3. With the amendments to the PUA and SDA, the WBF will be levied on all water users, including customers under the shipping category, to ensure consistent application of the tax. The customers under the shipping category will see an additional line item (reflected as the Waterborne Fee) in their May 2013 bills. This will be applied on a pro-rated basis from 1 May 2013.

4. Thank you.

Yours faithfully

Chew Men Leong
Chief Executive
The Maritime and Port Authority of Singapore (MPA) has, on 15 December 2012 cancelled the Bunkering Licence (Bunker Supplier) of G-Fuel Pte Ltd (“G-Fuel”) for allowing another company to use G-Fuel’s Bunker Delivery Notes (BDNs) to supply bunkers to the customers of that other company in breach of Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier).

2 All licensed Bunker Suppliers are reminded that under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of their rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence.

3 MPA will not hesitate to suspend or cancel the bunkering licence of any Bunker Supplier or Bunker Craft Operator that is found to have contravened any of the terms and conditions of its Licences.
4 Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)  
ASSISTANT DIRECTOR (MARINE SERVICES)  
for CHIEF EXECUTIVE  
MARITIME AND PORT AUTHORITY OF SINGAPORE
Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

CANCELLATION OF BUNKERING LICENCE (BUNKER SUPPLIER) AND BUNKERING LICENCE (BUNKER CRAFT OPERATOR) DUE TO CONTRAVENTION OF TERMS AND CONDITIONS OF THE BUNKERING LICENCES

The Maritime and Port Authority of Singapore (MPA) has, with immediate effect, cancelled

i) the Bunkering Licence (Bunker Supplier) of Winbuild Petrofin Pte Ltd (“Winbuild”) for allowing another company to use Winbuild’s Bunker Delivery Notes (BDNs) to supply bunkers to the customers of that other company in breach of Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier); and

ii) the Bunkering Licence (Bunker Craft Operator) of Winbuild Petrofin Pte Ltd for delivering bunkers, as a bunker craft operator, on behalf of an unlicensed company to customers of that unlicensed company in breach of Clause 30 of the terms and conditions of the Bunkering Licence (Bunker Craft Operator).
2 MPA wish to remind all Bunker Suppliers and Bunker Craft Operators that:

i) under Clause 3 of the terms and conditions of the Bunkering Licence (Bunker Supplier), bunker suppliers shall not transfer, assign, sublet, share, part with or otherwise dispose of any of its rights, duties, liabilities, obligations and privileges under the terms and conditions of the Licence; and

ii) under Clause 30 of the Bunkering Licence (Bunker Craft Operator), bunker craft operators shall not make use of any bunker craft to deliver bunkers on behalf of any person, firm or company or which is not a bunker supplier licensed by MPA.

3 The MPA will not hesitate to suspend or cancel the bunkering licence of any bunker supplier or bunker craft operator that is found to have contravened any of the terms and conditions of the Licences.

4 Please contact Mr Md Elfian Harun at tel. no. 6375 1951 or email to Md_Elfian_Harun@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 07 of 2012

3 May 2012

To: The Shipping Community
   The Harbour Craft Community
   The Pleasure Craft Community

REVISION OF HEIGHT RESTRICTED AREAS IN THE EASTERN SECTOR OF THE PORT

1 The Maritime and Port Authority of Singapore would like to inform the shipping, harbour craft and pleasure craft communities that the Height\(^1\) Restricted Areas in the eastern sector of the port waters will be revised. This revision will be incorporated in the Fourth Schedule to MPA (Port) Regulation, as amended by the MPA(Port) (Amendment) Regulation 2012 and will come into effect on 1\(^{st}\) June 2012.

2 Some of the areas that are currently within the 15-m height restricted area will be revised to 30-metre. The revised height restricted areas incorporated in the Fourth Schedule to MPA (Port) Amendment Regulations 2012 are as follows:

(a) 49-METRE HEIGHT RESTRICTED AREA
(Please see Chartlet attached as Appendix 1)

   No vessel whose height exceeds 49 metres shall enter, transit or anchor in the 49-metre height restricted area which

---

1 HEIGHT – refers to the height declared by the vessel, measured vertically from the waterline to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures and the extended height exceeds the heights of its cargo or fixed structures or equipment on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be verifiable with the appropriate plans or documents carried on board the vessel.
is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1°18.297’N</td>
<td>103°56.514’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°56.707’E</td>
</tr>
<tr>
<td>1°17.497’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>1°17.647’N</td>
<td>104°01.095’E</td>
</tr>
<tr>
<td>1°17.154’N</td>
<td>104°01.664’E</td>
</tr>
<tr>
<td>1°16.626’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>1°16.629’N</td>
<td>103°56.514’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°56.514’E</td>
</tr>
</tbody>
</table>

*Note*: There is no change to this Height Restricted Area. The Eastern Bunkering “B” Anchorage (AEBB) and part of the Eastern Special Purposes “A” Anchorage (AESPA), Eastern Petroleum “B” Anchorage (AEPBB), and Small Craft “A” Anchorage (ASCA) lie within the 49-metre height restricted area.

(b) 30-METRE HEIGHT RESTRICTED AREA
(Please see Chartlet attached as Appendix 2)

No vessel whose **height exceeds 30 metres** shall enter, transit or anchor in the 30-metre height restricted area which is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1°18.181’N</td>
<td>103°57.036’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°57.333’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°59.853’E</td>
</tr>
<tr>
<td>1°17.647’N</td>
<td>104°01.095’E</td>
</tr>
<tr>
<td>1°17.497’N</td>
<td>103°58.978’E</td>
</tr>
<tr>
<td>1°18.181’N</td>
<td>103°57.036’E</td>
</tr>
</tbody>
</table>

*Note*: This is a new height restricted area. The Small Craft “B” Anchorage (ASCB), Eastern Petroleum “C” Anchorage (AEPBC), part of the Small Craft “A” Anchorage (ASCA) and part of Eastern Petroleum “B” Anchorage (AEPBB) lie within the 30-metre height restricted area.
(c) 15 METRE HEIGHT RESTRICTED AREA
(Please see Chartlet attached as Appendix 3)

No vessel whose height exceeds 15 metres shall enter, transit or anchor in the 15-metre height restricted area which is bounded by a line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Latitude</th>
<th>Longitude</th>
</tr>
</thead>
<tbody>
<tr>
<td>1°23.344’N</td>
<td>103°59.937’E</td>
</tr>
<tr>
<td>1°23.196’N</td>
<td>104°00.296’E</td>
</tr>
<tr>
<td>1°21.096’N</td>
<td>104°03.013’E</td>
</tr>
<tr>
<td>1°19.480’N</td>
<td>104°02.113’E</td>
</tr>
<tr>
<td>1°19.487’N</td>
<td>104°02.375’E</td>
</tr>
<tr>
<td>1°18.139’N</td>
<td>104°02.410’E</td>
</tr>
<tr>
<td>1°18.111’N</td>
<td>104°01.352’E</td>
</tr>
<tr>
<td>1°17.647’N</td>
<td>104°01.095’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°59.853’E</td>
</tr>
<tr>
<td>1°18.297’N</td>
<td>103°57.333’E</td>
</tr>
<tr>
<td>1°18.181’N</td>
<td>103°57.036’E</td>
</tr>
<tr>
<td>1°18.429’N</td>
<td>103°56.330’E</td>
</tr>
</tbody>
</table>

thence in the eastward direction along the coastline to the point of origin.

*Note*: This height restricted area has been revised. Anchorages are not located within the revised 15 metre height restricted area.

3 Any master, owner, agent and/or person-in-charge of a vessel anchored in the height restricted area(s) shall ensure that the height of the vessel is not modified to exceed the permissible height(s) during her stay at the height restricted area(s).

4 Any person who does not comply with the conditions for entry into a height restricted area set out in this circular shall be guilty of an offence under the new regulation 49A(2) of the MPA (Port) Regulations, as amended by MPA (Port) (Amendment) Regulations 2012, 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.
5 The revised height restricted area(s) in the Fourth Schedule of the MPA (Port) (Amendment) Regulations 2012 is published in the Gazette. The publication may be purchased from Toppan Leefung Pte Ltd or alternatively you may wish to download the Regulations electronically which will be available at http://www.egazette.com.sg

Toppan Leefung Pte Ltd
Legal Publication
Great World City
East Tower, #18-01/06
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Singapore 237994
Tel: 6826 9691
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E-mail: legalpub@toppanleefung.com
Website: www.toppanleefung.com/webshop
Mon–Fri: 9.30am–6pm
Sat, Sun and Public Holidays: Closed.

6 This circular shall supersede Port Marine Circular No 4 of 2005 dated 21 Feb 2005.

7 Please contact Capt Daknash Ganasen DID 6325 2461 for further clarification.

LEE CHENG WEE
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 6325-2468
FAX: 6325-2454
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 8 of 2012

3 May 2012

Shipping Community /Harbour Craft Community

SPECIAL BUNKERING ANCHORAGE (SBA) SCHEME - COMPULSORY PILOTAGE

1 Currently ships other than Liquefied Petroleum Gas (LPG) vessels, Liquefied Natural Gas (LNG) vessels, Chemical Tankers, Oil Rigs and Drill Ships, are exempted from compulsory pilotage when proceeding in and out of the special bunkering anchorages located in the eastern and western sector of the Port of Singapore.

2 Several near miss incidents and contacts had occurred in these anchorages, despite the advice to shipmasters to engage the services of pilot, if they are not familiar with the port waters. The findings from these incidents indicated that the common contributory factors were shipmasters’ lack of knowledge of local environmental conditions, misjudgement of tidal strength and inadequate ship-handling proficiency in port waters. To enhance safety, MPA considered the imposition of compulsory pilotage for vessels proceeding in and out of special bunkering anchorages. MPA has consulted and received the support of the shipping industry including ICS, OCIMF, SSA and INTERTANKO on this.

3 To enhance the navigational safety of the port waters, all vessels arriving or departing from the special bunkering anchorages will be required to engage the services of a licensed pilot with effect from 1 June 2012 at 0001 hours local time (LT).
The limits of the anchorages under the SBA scheme i.e. Anchorage Eastern Bunkering “A” (AEBA), Anchorage Eastern Bunkering “B” (AEBB), Anchorage Eastern Bunkering “C” (AEBC), Anchorage Sudong Bunkering “A” (ASUBA) and Anchorage Sudong Bunkering “B” (ASUBB) remain unchanged. However, with the implementation of compulsory pilotage, the existing 18 sectors in the eastern bunkering anchorages will no longer be reflected on the nautical chart with effect from 1 June 2012. (See Appendix A and B).

Please contact Capt Charles De Souza at Tel: 6325-2420 should you have any queries.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MANDATORY ENHANCED BUNKERING COURSE FOR CARGO OFFICERS

As the world’s leading bunkering port, it is important for Singapore to provide quality bunkering services to vessels calling at the port for lifting bunkers. Cargo officers who represent bunker suppliers in bunker transfers are required to be familiar with the requirements and procedures of the Singapore Standard on Bunkering or SS 600. They are required to attend an approved basic course on the SS 600 before working independently onboard bunker tankers.

2 In 2009, MPA worked with the Singapore Shipping Association (SSA) and the International Bunker Industry Association (IBIA) to develop an enhanced bunkering course for cargo officers. The objective of the course is to raise the cargo officers’ technical knowledge on shipboard operations in relation to bunkering as well as general awareness on maritime security and personal safety. The course also covers customer relationship management and service excellence. The two associations have since been offering this non-mandatory course to the bunkering industry.

3 As part of MPA’s ongoing efforts to enhance the cargo officers’ professionalism and competency, MPA will make it mandatory for all cargo officers to attend the enhanced bunkering course under the Terms and Conditions of the Bunkering Licence (Bunker Craft Operator) as follows:

(i) Potential cargo officers

From 1 July 2012, a person who wants to be a cargo officer will be required to attend and successfully complete the enhanced bunkering course prior to working independently onboard bunker tankers.
(ii) **In-service cargo officers**

Existing cargo officers who have not attended the enhanced bunkering course will be required to attend and successfully complete the course by 30 Jun 2013.

4 The entry requirements for the enhanced bunkering course can be found in **Annex A**. Bunker craft operators are strongly encouraged to enrol their existing cargo officers for the enhanced bunkering course conducted by either SSA or IBIA at the soonest. The course schedules can be obtained via the below contacts and websites of SSA and IBIA:

<table>
<thead>
<tr>
<th>Singapore Shipping Association</th>
<th>International Bunker Industry Association</th>
</tr>
</thead>
<tbody>
<tr>
<td>Website: <a href="http://www.ssa.org.sg">www.ssa.org.sg</a></td>
<td>Website: <a href="http://www.ibia.net">www.ibia.net</a></td>
</tr>
<tr>
<td>Tel: 622 5238 / Fax: 6222 5527</td>
<td>Tel: 6427 0916 / Fax: 6472 0919</td>
</tr>
</tbody>
</table>

5 Please contact Mr Ace Leong at tel. no. 6375 1959 or email to msd@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
Entry Requirements for Enhanced Bunkering Course

Applicants for the enhanced bunkering course shall meet the following entry requirements:

(i) At least 21 years of age and medically fit;
(ii) Have a working knowledge of the English language;
(iii) Have attended the basic 1-day course on SS CP60 / SS600; and
(iv) Must complete at least 30 bunker deliveries* as a cargo officer trainee.

* Ex-licensed bunker surveyors would be considered for exemption from the 30 bunker deliveries provided that his last bunker surveying job was carried out less than 12 months ago.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 04 of 2012

2 April 2012

Bunker Suppliers / Bunker Craft Operators / Bunker Surveyors
Testing Laboratories
Harbour Craft Community
Shipping Community


The International Organization for Standardization (ISO) 8217 specifies the standards and requirements for marine fuels supplied to ships, and takes into the account the international requirements such as the SOLAS and MARPOL Conventions in respect of the allowable limits or contents in flash point and sulphur, respectively.

2 With effect from 1 July 2012, the Maritime and Port Authority of Singapore (MPA) will adopt the application of the 4th edition of 8217 (ISO 8217:2010) for marine fuels supplied within the Port of Singapore through the Singapore Standard Code of Practice for Bunkering or SS600. The ISO 8217:2010 includes two new fuel characteristics, namely Hydrogen Sulphide (H$_2$S) in liquid phase and Oxidation Stability (OS). These two fuel characteristics require special sampling methods that will be tested at cargo source e.g. at the oil terminals. The values of H$_2$S and OS shall be stated in the Certificate of Quality issued by the cargo provider and they must be within the limits prescribed in the ISO 8217:2010. An addendum will be added to the SS600:2008 to reflect this test reporting requirement.

3 All bunker suppliers are required to comply with the bunker specifications under ISO 8217:2010, unless otherwise agreed by the buyer for other contracted grade of bunker(s). Shipowners/bunker buyers are strongly advised to enter into agreed detailed specifications in their contract with bunker suppliers as failure to do so may prejudice any subsequent claims in the event of a dispute.
The Port Marine Circular No. 13 of 2010 is hereby cancelled. Please contact Mr Ace Leong at tel. no. 6375 1959 or email to msd@mpa.gov.sg for any clarification needed on this circular.

ANG CHIN CHIN (MS)
ASSISTANT DIRECTOR (MARINE SERVICES)
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
1 Under Regulation 52 of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations, the Maritime and Port Authority of Singapore (MPA) hereby permits the use of any canoe or kayak within Singapore port limits, (excluding any inland water body regulated by the Public Utilities Board) owned by –

   (a) any individual; or

   (b) any organisation if used solely by members of that organisation;

without the requirement for a licence, subject to the condition that any individual or member of any organisation using the canoe or kayak must wear an appropriate life jacket or life vest during such use and the individual owner or organisation must ensure that this condition is complied with.

2 “Organisation” shall mean any one of the following

   (a) an organisation not operated or conducted primarily for profit, which is engaged in or connected with the promotion of sports; or

   (b) an educational institution not operated or conducted for profit, which is engaged with or connected with the advancement of education; or

   (c) a public authority or society not operated or conducted for profit, which is engaged with or connected with charitable activities that benefit the community as a whole.

3 Failure to comply with paragraph 1 would result in the cancellation of the exemption from licensing.

4 Individuals or organisations planning to organise, promote or conduct any race, display, regatta, expedition, special event or any other operation or activity involving the use of canoe(s) or kayak(s) within the port limits of Singapore are reminded that they are required under Regulation 46 of the
Maritime and Port Authority of Singapore (Pleasure Craft) Regulations to apply for and obtain a permit from the Port Master to do so. The Port Master’s contact details are as follows:

Marine Environment and Safety Department
Maritime and Port Authority of Singapore
Tel: 63252488 or 63252489
Fax: 6325 2484
Email: pms@mpa.gov.sg.

5 The requirements in paragraph 1 of this Circular shall not apply to canoes or kayaks owned or operated by Government agencies or public authorities.

6 The MPA may also, on an annual basis, conduct an audit on the following:

(a) Any organisation which has the facilities to store canoes and kayaks, to ensure the seaworthiness of the canoes or kayaks;

(b) Any organisation that provides canoes or kayaks for use (as described in paragraph 2 of this Circular), to ensure that the organisation has fulfilled its obligations under paragraph 1(b) of this Circular; and

(c) Any person who owns a canoe (or canoes) or kayak (or kayaks) which are stored at the premises of any organisation mentioned above.

7 Pursuant to Regulation 53 of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations, the Port Master has determined that the areas described in Annex 1 are prohibited areas for canoes and kayaks (“the Prohibited Areas Restriction”). Any person who contravenes or fails to comply with the Prohibition Areas Restriction shall be guilty of an offence punishable under Regulation 54 of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations, 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 thereof during which the offence continues after conviction.

8 Users of canoes and kayaks should note that they are to cross the channels and fairways only when it is safe to do so.

9 Users of canoes and kayaks are encouraged to read the safety guidelines drawn up by MPA and the Singapore Canoe Federation before proceeding out to sea (website address: http://www.mpa.gov.sg/sites/recreation_and_leisure/recreation).
10 This circular will come into force with immediate effect and will remain in force until further notice.

11 Port Marine Circular No 21 of 2003 dated 29 May 2003 will be cancelled.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex 1

A. PROHIBITION ON MOVEMENT OF CANOES AND KAYAKS IN FOLLOWING AREAS:

(1) All Anchorages Channels and Fairways (See chartlet in Annex 2);

(2) Prohibited areas (See chartlet in Annex 3)

(a) Jurong Island;
(b) Pulau Busing and Pulau Bukom;
(c) Pulau Sebarok and Shell SBM;
(d) Sembawang Wharves and approaches;
(e) Caffi Jetty;
(f) Changi Naval Base;
(g) Selat Sengkir;
(h) Pulau Satumu (Raffles Lighthouse);
(i) Southern Islands (Pulau Sudong, Pulau Pawai and Pulau Senang);
(j) Tuas Naval Base;
(k) West Johor Straits from 2nd Link to Sarimbun adjacent to SAFTI Live firing area;
(l) Cruise Bay;
(m) Chek Jawa Wetlands;
(n) Sungei Buloh Nature Reserve;
(o) West Jurong Channel;
(p) Tuas Channel;
(q) Temasek Fairway;
(r) Ferry terminals and Piers (Changi Point Ferry Terminal, Changi Ferry Terminal, Tanah Merah Ferry Terminal, Marina South Pier and West Coast Pier)
(s) Tuas Explosive Jetty;
(t) All Port Marine Notice (PMN) working areas.
   (Please see following link for the work areas listed in PMN)
   (Please see following link for the work areas listed in PMN)

   ttp://www.mpa.gov.sg/sites/port_and_shipping/circulars_and_notices/port_marine_notices.page

B. CANOES AND KAYAKS ARE TO EXERCISE DUE CAUTION WHEN IN THE VICINITY OF FOLLOWING TIDAL GATES:

(a) Sungei Seletar;
(b) Sungei Ponggol;
(c) Sungei Serangoon;
(d) Kranji Tidal Gate
(e) Pandan River;
(f) Sungei Jurong
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

NO. 08 of 2011

21 November 2011

Bunker Suppliers / Bunker Craft Owners and Operators
Shipping Community
Harbour Craft Community

REDUCTION OF GLOBAL MARINE FUEL SULPHUR LIMIT UNDER MARPOL ANNEX VI

The International Maritime Organisation (IMO), through MARPOL Annex VI, has reduced the global marine fuel sulphur limit. Under Regulation 14 of the revised MARPOL Annex VI, the sulphur content of any fuel oil used onboard ships outside Emission Control Areas shall not exceed 3.50% m/m on and after 1 January 2012, unless they are equipped with type-approved abatement technologies for reducing SOx emissions to the required levels.

2 As Singapore is a Party to MARPOL Annex VI, we have international treaty obligations to give effect to the amendments when they enter into force. Hence, ships calling at the Port of Singapore and operating within the Port of Singapore have to comply with the amendments.

3 Shipowners, bunker buyers and bunker suppliers are advised to ensure that the absolute sulphur content of any fuel oil used onboard ships in the Port of Singapore does not exceed 3.50% m/m as required under Regulation 14 of the revised MARPOL Annex VI and are encouraged to take early actions to ensure compliance.
For clarification on the contents of this circular, please contact Mr Zafrul Alam (Tel: 6375 6204) or Mr Princet Ang (Tel: 6375 6259).

M SEGAR
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
The “Gate System” for licensing of port limit bunker tankers was implemented on 1 Jan 2005. It underscores Singapore’s efforts in minimizing the risk of marine pollution by setting age limits and other conditions for the issuance of new Harbour Craft Licence for Bunkering. Over the years, the “Gate System” has been reviewed as an instrumental tool in MPA’s drive towards maintaining a young, efficient and environmentally-friendly fleet of bunker tankers operating in the Port of Singapore. This is especially important as the international maritime community moves towards lower emission limits and green shipping.

In our continual efforts towards fleet renewal to safeguard the environment, MPA will enhance the “Gate System” for licensing of port limit bunker tankers by imposing an entry age limit of less than 10 years for vessels 600 DWT and above with effect from 1 January 2012. In addition, with effect from 1 January 2014, port limit bunker tankers of 30 years old and above will not be allowed to operate in the Port of Singapore. These new requirements will better manage the navigational, operational and environmental risks within the port.

The details of the revised “Gate System” for licensing of port limit bunker tankers are illustrated in Appendix 1.

All bunker craft owners and operators are to ensure that their bunker tankers adhere to the Standards for Port Limit Bunker Tankers and the requirements of the “Gate System”. Please contact our officers at 6375 1959 or 6375 1953 if you need any clarification.
The Port Marine Circular No. 3 of 2008 will be cancelled with effect from 1 Jan 2012.

M SEGAR
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE
## REVISED “GATE SYSTEM” FOR LICENSING OF PORT LIMIT BUNKER TANKERS

<table>
<thead>
<tr>
<th>DWT of Tanker</th>
<th>Existing Harbour Craft Licence (Bunker Tanker)</th>
<th>New Harbour Craft Licence (Bunker Tanker)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 600 DWT</td>
<td>- Non double-hulled bunker tankers of 25 years and above will not be allowed to carry HGO in port.</td>
<td>Less than 5 years old</td>
</tr>
<tr>
<td>600 DWT &amp; above</td>
<td>• Bunker tankers of 30 years and above will not be allowed to operate in port. (with effect from 1 Jan 2014)</td>
<td></td>
</tr>
</tbody>
</table>

**Footnote:**

- Regulation 19 of MARPOL Annex I sets double hull and double bottom requirements for oil tankers delivered on or after 6 Jul 1996.
- Regulation 13 of MARPOL Annex VI sets requirements for the control of NOx emissions from ships – diesel engine with a power output of more than 130 kW installed on a ship constructed, or which undergoes a major conversion, on or after 1 Jan 2000.
ADVANCE POWERED PLEASURE CRAFT DRIVING LICENCE (APPCDL)

Currently, all pleasure boating enthusiasts are required to hold the Powered Pleasure Craft Driving Licence (PPCDL) when handling MPA licensed pleasure craft. With the increasing trend of larger and more sophisticated pleasure craft operating within the port limits, it is necessary to enhance the standard and competency of those who wish to handle these pleasure craft.

2 With effect from 1 January 2012, pleasure craft of 24 metres in length and above shall be handled by those who hold a valid Advance Powered Pleasure Craft Driving Licence (APPCDL) issued by MPA or as approved by the Port Master.

3 In order to qualify as a candidate for the APPCDL, a person must:

   i. Hold a PPCDL;
   ii. Minimum 18 years old;
   iii. Accumulated a total experience of 24 boating trips as a person in-charge of a powered pleasure craft in the preceding 2 years (please
refer to Annex A Logsheet APPCDL for the purpose of logging the required experience¹); and

iv. Complete an approved APPCDL course.

4 MPA has appointed the Singapore Maritime Academy (SMA) as the APPCDL course and examination provider. For queries relating to the course and examination, please contact SMA at tel: 6772-1316.

5 For clarifications on the contents of this circular, please direct your queries to the following officers:

<table>
<thead>
<tr>
<th>Name</th>
<th>Designation</th>
<th>Contact Number &amp; Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chiang Joo Jo</td>
<td>Marine Officer</td>
<td>6325-2480 (<a href="mailto:Joo_Jo_Chiang@mpa.gov.sg">Joo_Jo_Chiang@mpa.gov.sg</a>)</td>
</tr>
<tr>
<td>T.S. Puvaneswari</td>
<td>Marine Officer</td>
<td>6325-2589 (<a href="mailto:Puvaneswari_Tamil_Selvam@mpa.gov.sg">Puvaneswari_Tamil_Selvam@mpa.gov.sg</a>)</td>
</tr>
</tbody>
</table>

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

¹ 1 logsheet per boating trip (with supporting documents e.g. pleasure craft log book) must be submitted to SMA.
Introduction
One of the pre-requisites to taking the Advance PPCDL course and examination is for the PPCDL holder to have logged a total of 24 boating trips in the last 2 years before taking the course. This log sheet serves to detail your practical boating experience for the purpose of enrolment to the Advance PPCDL course and examination. You are required to complete one log sheet per boating trip and attach the necessary supporting documents e.g. the pleasure craft log book.

<table>
<thead>
<tr>
<th>CRAFT NAME</th>
<th>LICENCE NUMBER</th>
<th>OWNER</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A. PRE-BOATING CHECKS

Maintenance
Ensure the craft is seaworthy and ready for use. An overall check to ensure all fittings and equipment are in place and in good condition. Special attention to safety equipment as well as electrical and fuel systems.

Boat/ Craft

General / shipboard housekeeping
i) Minor deficiencies to fittings, structures, equipment or furnishings
ii) Wiring faults/ isolating switches
iii) Instruction, operating or warning plates to be kept clean and legible
iv) Heavy objects stowed to be secured/ lashed
v) Doors can be secured in either close or open position
vi) No litter
vii) Ensure tidiness
viii) Aerosols/ insecticide/ flammable items to be stored properly
ix) At machinery spaces; maintain clean conditions
Prevent oil leakage
Remove all combustible materials from vulnerable areas
Remove cotton waste, cleaning rags from these areas

Engine Room
i) Ensure sufficient fuel/ hydraulic oil
ii) Belts
iii) Regular running of motor including remote/ manual start
iv) Fuel lines, fillers and tanks
v) Hoses
vi) Steering system
vii) Propeller and shaft condition

B. EQUIPMENT CHECK

**Life Saving Appliances**
Ensure that they are available and ready for use.

i) Life jackets (sufficient; 1 for every person)
ii) Lifebuoys with/without 28m line
iii) Distress signalling equipment (expiry)
iv) Hand flare (RED)
v) EPIRB

**Fire Fighting Appliances**
Ensure that they are available, ready for use.

i) Fire detection system
ii) Fire extinguisher (type/expiry)
iii) Fire bucket/with lanyard

**Navigational equipment**

i) Navigational lights/shapes/flags
ii) Sound signal
iii) Radio
iv) Radar
v) Echo sounder
vi) GPS
vii) Compass
viii) Charts
ix) AIS/HARTS

**Others**

i) Ropes (berthing/towing etc)
ii) Sufficient fresh water
iii) Anchor Chain/rope
C. **Trip/ Voyage Planning & Preparation**

The craft with the equipments must be appropriate for the area of navigation. Consider contingency such as adverse changes to weather and sea state. Study the charts; in particular look out for hazards and sheltered waters. Ensure sufficient supplies of food, water and fuel. Ensure all equipments are in working order and are properly stowed.

**Boat/ Craft**

i) Craft is seaworthy and maintained

ii) Craft engine serviced, sufficient fuel

iii) Batteries serviceable and charged

iv) Navigation lights serviceable

v) Craft markings (Name/ Licence Nos) clear and legible

**Trip / Voyage**

i) Plan trip with waypoints from ETD to ETA

ii) Identify suitable sheltered waters for anchorage

iii) Relevant navigational charts available

iv) Weather information

v) Tidal prediction and range

vi) Reporting of craft voyage information to authorities

**Equipment**

i) Confirm number of passenger and crew

ii) First aid items stocked

iii) Sufficient LSA available

iv) FFA available and serviced

v) Navigational aid and equipment serviceable

vi) Sufficient storage for rubbish/ garbage

D. **WHILE UNDERWAY**

Ensure proper lookout. Ensure passenger and crew are safe.

**Casting Off**

i) All loose items to be secured and lashed

ii) Discuss safety requirements and use of safety equipments with the passengers

iii) Report to marina and request clearance for departure
iv) Report craft movements to Port Operations Control
v) Maintain radio watch on relevant radio channel
vi) Radar scanner is not fouled when turning

Monitoring
i) All cooling system
ii) Bilge, potholes and hatches
iii) Aware of passenger and crew location and their welfare
iv) Oil, fuel and water
v) Position of craft

Apply Aids to Navigation
i) Bouyage system
ii) Charts
iii) Compasses
iv) GPS, Echo Sounder
v) Tide tables
vi) Notices to Mariners
vii) Radio Navigational Warnings

E. BOAT HANDLING AND NAVIGATION

Ensure pre-start checks are carried out. Craft must be operated safely at all times. Proper watch keeping and lookout is to be maintained at all times. Be considerate and aware of other craft users and the environment. Observe bouyage system, know and apply collision regulations, proceed at safe speed with regards to the prevailing situation and conditions. Be aware of navigational hazards and local conditions when navigating.

Boat Handling
i) Throttle control
ii) Steer the craft in straight line
iii) Steer port - starboard
iv) Emergency stop
v) Standing – on/ stemming the tide
vi) Berthing and casting off
vii) Anchoring and retrieval
MARITIME AND PORT AUTHORITY OF SINGAPORE
BOATING EXPERIENCE LOGSHEET

Navigation
i) Identification of bouys/ beacon and their purpose
ii) Understand navigation aids
   + Determine hazards
   + actions to take
iii) Understand and apply collision regulations
iv) Chartwork
   + ability to understand and apply information on the chart
   + identify anchorage, fairways, no landing areas, speed/ height/ channel restriction etc
   + identify hazards and shallow waters

F. SEAMANSHIP
   Exercise safe working practice. Ensuring safety to life, craft and equipment are attended to.

Communication
Conduct navigational and safety communications, ensure that the message is precise, simple and unambiguous. This is avoiding any confusion or error to the receiver.

Environment
Realise the need to protect the environment with regards to disposal of waste / garbage and unwanted lubricants.

Emergency
Know the various types of emergencies. Respond to it and recognise the equipments available and apply them when responding.

Seamanship
i) Ropework
ii) Towing and being towed
iii) Lights & shapes

Communication
i) All VHF channels in operation
ii) Use of maritime voice procedure
iii) Exercise radio courtesy and be aware of silent hours

Environment
i) All VHF channels in operation
ii) Use of maritime voice procedure
iii) Exercise radio courtesy and be aware of silent hours
Emergency

i) Identify the types of emergency

ii) Briefing to passengers on emergency procedures

iii) Fire

iv) Collision
   + Grounding
   + Sinking
   + Dead engine
   + Dead steering
   + Lost
   + Injuries/illness
   + Man overboard

v) Responding to the above

vi) Conduct evacuation drill

vii) Emergency equipment and knowledge to use them

Task completed by

Trainee
Name, IC/PPT No., Signature & Date

Verified by (If applicable)

Skipper/Craft Owner
Name, IC/PPT No., Signature & Date
Shipping and Harbour Craft Community

REVIEW OF TEMPORARY HARBOUR CRAFT PERMIT (THCP)

In accordance with Regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (the ‘Harbour Craft Regulations’), every harbour craft used within the port must be licensed. Currently, any harbour craft which is not licensed but intended for temporary use for intra-port transportation of cargo or passengers, or other intra-port activities may apply for a daily Temporary Harbour Craft Permit (THCP) under Regulation 39 of the Harbour Craft Regulations.

It has come to MPA’s attention that some companies had been applying for the THCP at continuous short intervals of THCP over a prolonged period. MPA would like to remind the community that THCP is intended to allow vessels to carry out works in the Singapore port waters for a short period of time, without the need for a harbour craft licence. For craft that has to be used in the port over a prolonged period, the vessel should be fully licensed as a harbour craft. To ensure that harbour craft applying for THCP are genuine cases that are intended only for temporary use, MPA has revised the requirement for such applications.

With effect from 1 September 2011, the granting of THCP will be limited to a maximum of 5 calendar days (need not be continuous) in any calendar month, and to a maximum of 15 calendar days in a calendar year. This will apply on a per vessel basis.
4 As a transition, for calendar year 2011, the limit of 15 calendar days will apply only for THCP for use of vessel between 1 September 2011 and 31 December 2011 (both dates inclusive).

5 To minimise the probability of the cancellation of THCP due to last minute changes as well as the inconvenience faced by companies in seeking refund of permit fees, companies will be allowed to apply for the THCP only up to 3 days in advance. In addition, no refund of permit fees will be allowed, even if the THCP was not utilised. These changes will take effect from 1 September 2011.

6 For clarifications on the contents of this circular, please direct your queries to the following officers:

<table>
<thead>
<tr>
<th>Name</th>
<th>Designation</th>
<th>Contact Number &amp; Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chiang Joo Jo</td>
<td>Marine Officer</td>
<td>6325-2480 (<a href="mailto:Joo_Jo_Chiang@mpa.gov.sg">Joo_Jo_Chiang@mpa.gov.sg</a>)</td>
</tr>
<tr>
<td>T.S. Puvaneswari</td>
<td>Marine Officer</td>
<td>6325-2589 (<a href="mailto:Puvaneswari_Tamil_Selvam@mpa.gov.sg">Puvaneswari_Tamil_Selvam@mpa.gov.sg</a>)</td>
</tr>
</tbody>
</table>

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 12 of 2010

25 Aug 2010

To:  Shipping Community
      Harbour Craft Community

PRO-ENTERPRISE INITIATIVE – LIFETIME VALIDITY OF HARBOUR CRAFT MANNING LICENCE FOR SINGAPOREANS AND PERMANENT RESIDENTS

With effect from 31 Aug 2010, Singaporeans and Singapore Permanent Residents who successfully apply or renew the harbour craft manning licence will be issued with a lifetime validity licence.

2 For manning licence holders with age of 60 years and above, the holders are required to submit medical certificate of fitness three months prior to reaching the 60th birthday and thereafter annually. The medical certificate of fitness which includes a sight test shall be issued by a Singapore registered medical practitioner.

3 Should there be any queries on this notice, please contact Ms Puva at Tel: 6325 2589.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
To enhance navigational safety within the port of Singapore, all power driven vessels irrespective of size will be required to be fitted with a working transponder as a port entry requirement with effect from 1 Jan 2012. The transponders fitted must be one of the following types:

a) IMO approved AIS Class A transponder  
b) IMO approved AIS Class B transponder  
c) MPA approved HARTS transponder

This port entry requirement is not intended to affect vessels that are already subject to existing requirements to carry AIS transponders under the International Convention for Safety of Life At Sea (SOLAS), 1974, as amended. Owners and agents of vessels less than 300 GT have been briefed on this requirement. For further clarifications, please contact Mr Victor Han at Tel: 6325 2498.
Introduction

1. In Jul 2007, MPA introduced the cruising permit to allow visiting pleasure yachts to cruise within the port limits of Singapore. To qualify for the cruising permit, the yacht:

   a) must be fitted with an IMO AIS transponder or a Harbour Craft Transponder System (HARTS) transponder; and

   b) must be intended for:-

      - recreational activities, or

      - movements between marinas within the port waters.

Knowledge of Local Waters

2. In consultation with the industry and for the safety and security of the Port of Singapore, visiting yacht masters who do not hold a valid Powered Pleasure Craft Driving Licence issued by MPA shall familiarise themselves with the knowledge of the local port waters and complete an on-line self assessment prior to cruising within the port waters.

3. The objectives of the self-assessment are to familiarise the masters of visiting yachts with knowledge of the local port waters, prohibited areas, relevant port regulations, rules and procedures. The validity of the self-assessment is six months from the date of completing the assessment.

---

1 Visiting yachts that are not fitted with transponders may rent a HARTS transponder from a marina that administers a HARTS transponder rental scheme. The rent for each transponder is $60 for an initial block of 3 days and $15 per day for each subsequent day thereafter. A deposit of $300 is payable for the rental of each transponder.
On-line Application Process

4 With effect from 1 Jun 2010, the cruising permit can be applied through the MARINET system using the online application, “e-Permits - Application for Visiting Yacht Cruising Permit”.

5 The application can be submitted through the participating marinas\(^2\) and this should be done at least 2 hours before the commencement of any recreational activities or movements within the port.

6 Prior to the application, masters of visiting yacht are required to attempt and complete the online self-assessment at the following website:


7 For any enquires on this circular, please contact Capt Lai Soon Yeow at Tel: 6325 -2453.

8 Port Marine Circular No. 11 of 2008 is hereby superseded.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

\(^2\) Raffles Marina, Republic of Singapore Yacht Club, Marina @ Keppel Bay, One15 Marina Club Singapore, SAF Yacht Club (Changi), Changi Sailing Club, Marina Country Club and SAF Yacht Club (Sembawang).
REQUEST FOR MEDICAL ADVICE AND EVACUATION

The owner, agent or master may seek the assistance of Singapore Maritime Rescue Co-ordination Centre (MRCC) to evacuate persons who require urgent medical attention when the vessel is within the Singapore Maritime Search and Rescue Region (MSRR). The contact details of the Singapore Maritime Rescue Co-ordination Centre (MRCC):

Singapore Maritime Rescue Co-ordination Centre

Telephone numbers: + 65 6226 5539, +65 6325 2493
Facsimile numbers: + 65 6227 9971, +65 6224 5776
VHF Channel: 05, 07, 10, 12, 14, 16, 18, 21, 22, 68, 73
Telex: RS 20021
Email: pocc@mpa.gov.sg

Note: Email should not be used for the initial call for assistance.

2 Medical evacuation could be carried out either by a fast craft or helicopter, when the doctor has assessed the condition of the casualty and recommended an immediate evacuation. For evacuation by helicopter, the requester is to provide all the critical information set out in Appendix 1 to Singapore MRCC. The information should be sent to Singapore MRCC via facsimile, email or telex. Singapore MRCC will follow up on the request and may ask for further additional information, if required.

3 The master or the person in charge of the vessel is to get the casualty ready for evacuation and prepare the vessel to receive the fast craft or helicopter upon the receipt of the confirmation on the medical evacuation. This is to ensure that the casualty is evacuated safely and expeditiously.
4 For further enquiries on this circular please contact Capt Pang Yock Foo at Tel: +65 6325 2369 or Email: yock_foo_pang@mpa.gov.sg.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
### Appendix 1

#### 1. Information on Casualty

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes / No</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Condition of casualty assessed by a doctor &amp; doctor recommends immediate evacuation?</td>
<td>Yes / No</td>
<td>If Yes, Full Name of Doctor &amp; Hospital: ____________________________________________________</td>
</tr>
<tr>
<td>(b) Is casualty a criminal or violent in nature?</td>
<td>Yes / No</td>
<td></td>
</tr>
<tr>
<td>(c) What is casualty’s ailment and current condition?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(d) What is Sex and Age of casualty</td>
<td></td>
<td>Sex: M / F Age: ________</td>
</tr>
</tbody>
</table>

#### 2. Particulars/Description of Ship

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Name: ____________________ Flag: ____________________</td>
<td>(c) Colour of Hull &amp; Funnel: _______________________________________________________________</td>
</tr>
<tr>
<td>(b) Type:____________________ Length:__________ (m)</td>
<td>(d) Any other distinguishing mark: ______________</td>
</tr>
</tbody>
</table>

#### 3. Any Helipad on Board?

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes / No</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Size?</td>
<td></td>
<td>(m) Diameter</td>
</tr>
<tr>
<td>(b) Suitable for 20,000lbs AUW Helicopter?</td>
<td>Yes / No</td>
<td></td>
</tr>
<tr>
<td>(c) Any Lighting available for night landing?</td>
<td>Yes / No</td>
<td></td>
</tr>
<tr>
<td>(d) Helipad cleared and prepared for Heli-Casevac</td>
<td>Yes / No</td>
<td></td>
</tr>
<tr>
<td>(e) Any Antennas?</td>
<td>Yes / No</td>
<td>If Yes, Type &amp; Height: ____________________________</td>
</tr>
<tr>
<td>(f) Any other obstruction such as wires?</td>
<td>Yes / No</td>
<td>If Yes, Type &amp; Height: ____________________________</td>
</tr>
<tr>
<td>(g) Any other information?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### 4. Communication Frequencies/Ship Callsign

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Primary: HF________ VHF________ UHF________</td>
<td>(c) Callsign: __________________</td>
</tr>
<tr>
<td>(b) Secondary: HF________ VHF________ UHF________</td>
<td>(d) Inmarsat-C telex no./Facsimile no/Satellite-phone no</td>
</tr>
</tbody>
</table>

#### 5. Position of Ship and Rendezvous Point (RV):

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Position of Ship: Lat_________________________ Long_________________________ Course/Speed_________________________ Time_________________</td>
<td></td>
</tr>
<tr>
<td>(b) RV Point:</td>
<td></td>
</tr>
<tr>
<td>Lat_________________________ Long_________________________ Course/Speed_________________________ Time_________________</td>
<td></td>
</tr>
<tr>
<td>(c) To assist Helicopter to identify ship, ship’s crew will provide following signal:</td>
<td></td>
</tr>
<tr>
<td>(i) Day:</td>
<td></td>
</tr>
<tr>
<td>(ii) Night:</td>
<td></td>
</tr>
<tr>
<td>(d) Any Additional Information:</td>
<td></td>
</tr>
</tbody>
</table>

**Note:** RSAF Helicopter (Super Puma) would normally conduct Heli-casevac up to 150NM from Singapore

#### 6. Weather/Sea State at Location

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Rain condition:</td>
<td>No rain / Drizzle / Light rain / Heavy rain / Storm</td>
</tr>
<tr>
<td>(b) Cloud condition:</td>
<td>Fair Sky / Cloudy / Very cloudy</td>
</tr>
<tr>
<td>(c) Cloud base:</td>
<td>Below 500ft / 500-1,000ft / Above 1,000ft</td>
</tr>
<tr>
<td>(d) Visibility range:</td>
<td>0-3km / 3-6 km / 6km &amp; above</td>
</tr>
<tr>
<td>(e) Weather build up:</td>
<td>____________________________ (Location &amp; surrounding)</td>
</tr>
<tr>
<td>(f) Sea State:</td>
<td></td>
</tr>
</tbody>
</table>
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 6 OF 2010

4 May 2010

Bunker Suppliers / Bunker Craft Owners & Operators

INITIATIVES TO ENHANCE THE BUNKER LICENSING REGIME

1  The Maritime and Port Authority of Singapore (MPA) issues 2 types of Bunkering Licenses, namely the Bunker Supplier and the Bunker Craft Operator. All Bunkering Licenses are subjected to annual renewals, costing S$150 per licence per year.

2  MPA, through its continual efforts in reviewing the bunker licensing regime to stay competitive in today's business environment, will be implementing two initiatives from 1 Oct 2010 onwards.

Single Renewal Process for Bunker Supplier and Bunker Craft Operator

3  MPA will realign the renewal dates for both types of the Bunkering Licences to facilitate the Licensee's renewal efforts. Eligible companies may submit their renewal request for both licences through a single process via the MPA Marinet and the licensing fee amount will be reduced from S$300 to S$200 for both Bunkering Licences.

4  During the transition period, MPA will allow an extension of the licensing period and a waiver of such licensing fee, for either one of the bunkering licences to align to a common renewal date.
Introduction of Longer Licensing Period

5 MPA will institute a longer licensing period of not more than 3 years to eligible companies of Bunker Suppliers which have a minimum paid up capital of $1 million and achieve bunker sales of at least 600,000 tonnes per annum. The licensing period for Bunker Suppliers will be aligned to the validity of the Quality Management for Bunker Supply Chain (QMBS) certification.

6 For Bunker Craft Operators, they will need to operate a fully double hulled bunker tanker fleet to qualify for the longer licensing period of not more than 3 years.

7 Please contact our officer at 6325 2470, if you require any clarifications.

GERALD LOH
for DIRECTOR (PORT)
MARITIME AND PORT AUTHORITY OF SINGAPORE
DID: 6325 2459
Fax: 6325 2804
PRO-ENTERPRISE INITIATIVE – LIFETIME VALIDITY OF HARBOUR CRAFT LICENCE FOR VESSELS REGISTERED WITH SINGAPORE REGISTRY OF SHIPS

1 As a Pro-enterprise initiative, with effect from 1 March 2010, harbour craft which are also registered with Singapore Registry of Ships (SRS) will be issued a licence with lifetime validity.

2 These harbour craft shall continue to comply with all or the relevant requirements of the SRS and the 9 recognised Classification Societies. The lifetime harbour craft licence shall remain valid as long as the vessel is registered with the SRS. This initiative simplifies the licensing procedures for vessels registered with SRS and reduces the operating cost for the industry.

3 Harbour craft registered under foreign registries as well as those without a registry will continue to be issued with a licence valid for one year to operate within the port.

4 The validity of the lifetime licence of the harbour craft will cease as follows:

Vessel closes its registry with the SRS
(a) When the vessel ceases to be registered with SRS, the life-time harbour craft licence will be revoked. In the event, the vessel is still required to carry out operations within the port waters, it will be issued with a temporary harbour craft permit or a harbour craft licence valid for a year, provided that the vessel satisfy the requirements of the harbour craft regulations.

SRS suspends the vessel’s registry
When the SRS suspends the registry of the vessel, the life-time harbour craft licence will be revoked or suspended accordingly. In the event, the vessel is still required to carry out operations within the port waters, it will be issued with a temporary harbour craft permit or a harbour craft licence valid for a year, provided that the vessel satisfy the requirements of the harbour craft regulations.

**Outstanding fees due to MPA**

When the owner fails to pay the relevant fees (e.g. port dues, HARTS maintenance fees, etc) to the Authority, the lifetime harbour craft licence will be revoked or cancelled.

5 All harbour craft licences that had been revoked or cancelled should be returned to the MPA’s One Stop Document Centre. It is an offence to operate any craft within the port waters without a valid licence and the maximum penalty for such an offence is $5000.

6 Any queries relating to this circular should be directed to Ms Puvaneswari at Tel: 6325 2589.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
INTERNATIONAL CONVENTION ON THE CONTROL OF HARMFUL ANTI-FOULING SYSTEMS ON SHIPS (AFS CONVENTION)

The International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention) will enter into force in Singapore with effect from 31 March 2010.

2 With effect from 31 March 2010, all ships (excluding fixed or floating platforms, floating storage units (FSUs) and floating production storage and offshore loading units (FPSOs)) in the Port of Singapore including all harbour craft and pleasure craft are prohibited from applying or using harmful anti-fouling systems e.g. tributyl tin (TBT) on their ships or craft.

3 A ship to which the AFS Convention applies may be inspected by Port State Control (PSC) officers for the purpose of determining whether the vessel is in compliance with the AFS Convention.

(A) Ships flagged with an AFS Convention State

- Such ships of 400 GT and above are required to carry onboard an International Anti-Fouling System Certificate. The International Anti-Fouling System Certificate Record of Anti-Fouling Systems shall be drawn up in the form corresponding to the model set out in the AFS Convention.
• Such ships of less than 400 GT but 24 metres or more in length are required to carry a Declaration on Anti-fouling System, signed by the owner or its authorized agent. The Declaration on Anti-fouling System shall be drawn up in the form corresponding to the model set out in the AFS Convention and accompanied by appropriate documentation (such as a paint receipt or contractor's invoice) or contain appropriate endorsement.

• Such ships or craft of less than 400 GT and below 24 metres in length will be subject to PSC inspections carried out on in accordance with IMO’s Guidelines for Inspection of Anti-Fouling Systems on Ships set out in MEPC 49/22/Add.1 Annex 10. Owners should note that PSC officers may take appropriate documentation, such as paint receipts, into account in evaluating whether the ship complies with the AFS Convention.

(B) Ships not flagged with an AFS Convention State

• To ensure compliance with the requirements of the AFS Convention, such ships will be subject to PSC inspections carried out on in accordance with IMO’s Guidelines for Inspection of Anti-Fouling Systems on Ships set out in MEPC 49/22/Add.1 Annex 10. Owners should note that PSC officers may take appropriate documentation, such as paint receipts, into account in evaluating whether the ship complies with the AFS Convention.

(C) Ships not falling within para (A) or (B), but operating under any licence or permit granted by the MPA under the Maritime and Port Authority of Singapore (Harbour Craft) Regulations or Maritime and Port Authority of Singapore (Pleasure Craft) Regulations

• Such ships or craft of 400 GT and above, or, if less than 400 GT, 24 metres or more in length, are required to carry a Singapore AFS Declaration, signed by the owner or its authorized agent. A sample copy of the Singapore AFS Declaration is set out in Appendix 1.

• Such ships or craft of less than 400 GT and below 24 metres in length should note that (i) their ships will be subject to PSC inspections in the event that they leave port waters and enter the port waters of an AFS Convention State (ii) such PSC officers may take appropriate documentation, such as paint receipts, into account in evaluating whether the ship complies with the AFS Convention.

4 For more information on the AFS Convention in relation to Singapore registered ships, please refer to Shipping Circulars No. 23 of 2008 and No. 29 of 2009.
Any queries relating to this circular should be directed to Ms Puvaneswari at DID: 6325 2589.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Appendix 1

FORM OF DECLARATION ON ANTI-FOULING SYSTEM

SINGAPORE DECLARATION ON ANTI-FOULING SYSTEM

Drawn up under the
Prevention of Pollution of the Sea (Harmful Anti-Fouling Systems) Regulations 2010

Name of ship ……………………………………………………………………...
Licence number (if applicable) …………………………………………………….…..
Distinctive number or letters ………………………………………………………
Port of registry (if applicable) ……………………………………………………….
Length ………………………………………………………………………………...
Gross tonnage ………………………………………………………………………
IMO number (if applicable) …………………………………………………………..

I declare that the anti-fouling system used on this ship complies with Annex 1 to the
Convention.

…………………………………………………………………………………………
(Date)                                          (Signature of owner or owner’s authorised agent)

Endorsement of anti-fouling system(s) applied

Type(s) of anti-fouling system(s) used and date(s) of application …………………..

…………………………………………………………………………………………
(Date)                                          (Signature of owner or owner’s authorised agent)

Type(s) of anti-fouling system(s) used and date(s) of application …………………..

…………………………………………………………………………………………
(Date)                                          (Signature of owner or owner’s authorised agent)

Type(s) of anti-fouling system(s) used and date(s) of application …………………..

…………………………………………………………………………………………
(Date)                                          (Signature of owner or owner’s authorised agent)
HYDROGEN SULPHIDE (H₂S)

1. This circular provides operational guidance to minimise the risks associated with the carriage and handling of oil and petroleum cargoes including bunker fuels containing high concentration of H₂S for vessels calling the Port of Singapore.

Information

2. Hydrogen Sulphide (H₂S) is a very toxic, corrosive and flammable gas. It is colourless and has a very low odour threshold and a distinctive odour of rotten eggs. In addition to being a health hazard, the H₂S odour is also considered a public nuisance.


4. Cargo and bunker fuels should not be treated as free of H₂S until after they have been loaded and the absence of H₂S has been confirmed by both the results of monitoring and relevant MSDS information.

5. Precautions against high H₂S concentrations are normally considered necessary, if the H₂S content in the vapour phase is 5 ppm by volume in air or above. A high H₂S cargo is considered to be a cargo that produces H₂S concentrations in the vapour space in excess of 100ppm. This concentration in the tank may potentially create an exposure concentration in excess of 5ppm on the open deck through leakage of vapour.
Safety Procedures and Measures

6 The instructions and procedures to ensure safe operations when handling cargo and bunker fuels that are likely to contain \( \text{H}_2\text{S} \) and additional procedures for use when handling cargoes with very high levels of \( \text{H}_2\text{S} \) should be included in the tanker operator’s Safety Management System (SMS) and the terminal’s Operations Manual.

7 The cargo tank pressures should be maintained within acceptably low limits to avoid accidental release of gas. It should be noted that the tank vapour pressure will rapidly increase during tank washing and if vapour space is exposed to heat or the product is agitated.

8 The exposure levels in all work locations should be monitored by using suitable instrumentation for detecting and measuring the concentration of the gas. However, the operational procedures should ensure that the lowest possible gas concentrations are achieved at the work locations. When the concentration of \( \text{H}_2\text{S} \) exceeds the TLV-TWA (5 ppm by volume in air) and the vapour does not disperse easily, considerations should be given for suspending cargo operations in still wind conditions.

9 Personnel should always carry personal gas monitors when engaged in cargo operations and working in enclosed spaces.

10 Personnel should be required to wear respiratory protective equipment i.e. Emergency Escape Breathing Devices in working areas where positive monitoring cannot be carried out and/or concentrations of vapour may be expected to exceed the TLV-TWA (5 ppm by volume in air). They should be used in conjunction with a personal \( \text{H}_2\text{S} \) gas monitoring/alarm instrument.

11 Self-contained breathing apparatus should always be worn if it is considered necessary to breach the integrity of the cargo system and a vapour free atmosphere cannot be guaranteed. This would include the following activities:

   i. Open gauging and sampling;
   ii. Removing blanks for connecting the cargo hose or loading arm;
   iii. Cleaning filters;
   iv. Draining lines to open containment; and
   v. Mopping up spills.

12 For any queries relating to this circular, please contact Marine Safety Control Centre at (65) 6325 2488 / 2489.

RAM K KUMAR
For PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Shipping and Harbour Craft Community

ENHANCEMENT TO ELECTRONIC PORT CLEARANCE SCHEME (EPC) - SUBMISSION OF SHIP STATUTORY CERTIFICATES FOR SINGAPORE REGISTERED SHIPS

In line with MPA’s strategic objective to review and simplify work processes, we have reviewed the EPC process for all Singapore registered ships calling at the Port of Singapore.

2 Currently, under the EPC Scheme, all shipping agents are required to submit the new or revalidated statutory certificates (the “required Statutory Certificates”) for the relevant ship to One-Stop Document Centre for updating after the ship’s departure.

3 With effect from 1 November 2009, Singapore registered ships will no longer be required to submit any new or revalidated statutory certificates after the ship’s departure from the Port of Singapore. Agents of Singapore registered ships will however be required to check and ensure that the required Statutory Certificates are valid and to submit a declaration to this effect. Upon the submission of the declaration, the agent will be able to print the Port Clearance Certificate. All Singapore registered ships will be eligible for this “green lane” service as part of our continuous efforts to provide efficient services to our customers.
4 All shipping agents are reminded to ensure that all required Statutory Certificates are valid before submitting the declaration. Please note that under section 10(3)(b) of the MPA Act, any person who makes any statement which he knows to be false in any material particular shall be guilty of an offence and shall be liable on conviction to a fine not exceeding $5,000 or to imprisonment for a term not exceeding 6 months or both.

5 Please contact either Ms Puva at 6325-2589 or Ms Al at 6325-2590 if you need any clarification.

CHIANG JOO JO
for PORT MASTER
MARTIME AND PORT AUTHORITY OF SINGAPORE
SPEED LIMIT AT THE MARINA SOUTH PIER (MSP)

1. The wakes created by craft proceeding at high speed within MSP have raised various safety concerns such as danger to commuters alighting and boarding craft berthed at landing points/pontoons, damage to craft berthed at landing points/pontoons and parting of ropes of craft tied at mooring buoys.

2. In the interests of safety and preventing damage to property, the Port Master hereby imposes, pursuant to Regulation 33(2) of the Maritime and Port Authority of Singapore (Port) Regulations (the "Port Regulations"), a Speed Limit of six (6) knots for all craft operating in the approaches to MSP within the area bounded by the line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>01°16.227′N</td>
<td>103°51.783′E</td>
</tr>
<tr>
<td>2</td>
<td>01°16.359′N</td>
<td>103°51.964′E</td>
</tr>
<tr>
<td>3</td>
<td>01°16.197′N</td>
<td>103°52.080′E</td>
</tr>
<tr>
<td>4</td>
<td>01°1.065′N</td>
<td>103°51.899′E</td>
</tr>
</tbody>
</table>

   to the point of origin in point 1 and as illustrated in the attached chartlet.

3. The Speed Limit must be strictly observed at all times, except when a temporary increase in speed is necessary in order to avoid immediate danger.
Any person who causes or permits any craft to proceed at a speed in excess of the Speed Limit shall be guilty of an offence, and shall be liable on conviction to a fine not exceeding $5,000 under Regulation 78 of the Port Regulations.

RAM K KUMAR
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
6 KNOTS SPEED LIMIT AT THE MARINA SOUTH PIER

<table>
<thead>
<tr>
<th>Points</th>
<th>Lat (N)</th>
<th>Long (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1°16.227'</td>
<td>103°51.783'</td>
</tr>
<tr>
<td>2</td>
<td>1°16.359'</td>
<td>103°51.964'</td>
</tr>
<tr>
<td>3</td>
<td>1°16.197'</td>
<td>103°52.080'</td>
</tr>
<tr>
<td>4</td>
<td>1°16.065'</td>
<td>103°51.899'</td>
</tr>
</tbody>
</table>

Marina South Pier

Note:
This chartlet is for illustration only and must not be used for navigation.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO 13 of 2009

08 Sep 2009

Shipping Community
Harbour Craft Community
Pleasure Craft Community

SPEED LIMIT AT THE WEST COAST PIER (WCP)

1. The wakes created by craft proceeding at high speed within WCP have raised various safety concerns such as danger to commuters alighting and boarding craft berthed at landing points/pontoons, damage to craft berthed at landing points/pontoons and damage to facilities adjacent to pier.

2. In the interests of safety and preventing damage to property, the Port Master hereby imposes, pursuant to Regulation 33(2) of the Maritime and Port Authority of Singapore (Port) Regulations (the “Port Regulations”), a Speed Limit of six (6) knots for all craft operating in the approaches to WCP within the area bounded by the line joining the following geographical positions:

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>01°17.437’N</td>
<td>103°45.643'E</td>
</tr>
<tr>
<td>B</td>
<td>01°17.513’N</td>
<td>103°45.522'E</td>
</tr>
<tr>
<td>C</td>
<td>01°17.568’N</td>
<td>103°45.522'E</td>
</tr>
<tr>
<td>D</td>
<td>01°17.650’N</td>
<td>103°45.586'E</td>
</tr>
<tr>
<td>E</td>
<td>01°17.570’N</td>
<td>103°45.722'E</td>
</tr>
</tbody>
</table>


3. The Speed Limit must be strictly observed at all times, except when a temporary increase in speed is necessary in order to avoid immediate danger.
Any person who causes or permits any craft to proceed at a speed in excess of the Speed Limit shall be guilty of an offence, and shall be liable on conviction to a fine not exceeding $5,000 under Regulation 78 of the Port Regulations.

RAM K KUMAR
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
03 September 2009

Shipping and Harbour Craft Community

PRO-ENTERPRISE INITIATIVE: INTRODUCTION OF TEMPORARY HARBOUR CRAFT PERMIT FOR VESSEL INVOLVED IN AN APPROVED MARINE PROJECT (THCPMP)

In accordance with Regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (the ‘Harbour Craft Regulations’), every harbour craft used within the port must be licensed. Currently, any harbour craft which is not licensed but intended for temporary use for intra-port transportation of cargo or passengers, or other intra-port activities may apply for a daily Temporary Harbour Craft Permit (THCP) under Regulation 39 of the Harbour Craft Regulations.

2 To facilitate flexibility and short-term deployment of vessels engaged in marine projects, MPA has reviewed our existing regulatory framework and will be introducing a new 6-monthly permit called the Temporary Harbour Craft Permit for Marine Projects (THCPMP). With effect from 1 September 09, owners or agents of such vessels can apply for the THCPMP. Applicants for a THCPMP should note the following:

1 Revisions have been made to both the Maritime and Port Authority of Singapore (Harbour Craft) Regulations and the Maritime and Port Authority of Singapore (Scale of Dues, Rates and General Fees) Notification to implement the new THCPMP. Copies of the legislative amendments were published in the Government Gazette at www.egazette.com.sg on 1 Sep 09. They can be purchased at SNP Retail Outlet: Legal Publishing, 1 Kim Seng Promenade, #18-01/06, Great World City East Tower, Singapore 237441, Tel (65) 6826 9691, Fax (65) 6820 3341, email: legalpub@snpcorp.com.
• The marine project for which the vessel is intended to be deployed must be one that has been approved by the Port Master;
• A vessel granted the THCPMP is only allowed to operate within the approved project area. Vessels that are to be deployed for use outside the project areas should continue to apply for a THCP;
• The vessel must possess valid ship certificates issued by a flag State and insurance acceptable to the Port Master;
• The Port Master may require any of the recognized classification societies to inspect and assess the condition of the vessel to operate at the project area;
• The vessel must be properly manned by a master who possesses a valid Harbour Craft Master Course Certificate;
• Permit fees for the THCPMP are payable at the rate of $100 per 10 GT or part thereof for a period of 6 months;
• No refund of permit fees for any unused period of the THCPMP will be granted.
• The Port Master reserves the right to vary any existing condition of a THCPMP and to impose additional conditions at any time.

3 Applications for the THCPMP must be submitted to the Port Master on the application form, attached as Appendix 1, via e-mail osdc@mpa.gov.sg or facsimile no. 6325-2376. The application will be processed within 3 working days and the approved THCPMP will be issued to the applicant via e-mail or fax. Please note that this service is currently not available through the Marinet and that over-the-counter applications will not be accepted at OSDC.

4 Any queries relating to this circular should be directed to Mr Chiang Joo Jo at Tel: 6325-2480 or Ms Puva at Tel 6325-2589.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
**APPLICATION FOR A TEMPORARY HARBOUR CRAFT PERMIT TO USE VESSEL INVOLVED IN MPA APPROVED MARINE PROJECT (REGULATION 4 OF THE MARITIME AND PORT AUTHORITY OF SINGAPORE (HARBOUR CRAFT) REGULATIONS 1997)**

(Application is strictly by fax or e-mail to MPA One-Stop Document Centre)

This Form may take 10 minutes to fill in.

You will need the following information to fill in the Form:

- Vessel Particulars
- Project Information

Please submit the completed Form at least 3 working days before commencement of operation to:

MPA One-Stop Document Centre
Fax No: 6325 2376
Email: osdc@mpa.gov.sg
Enquiries Tel: 6325 2373 / 75

Permit Fee is $100/- per 10 GT or part thereof valid for 6 months

**Part I - Particulars of vessel (for all ships)**

<table>
<thead>
<tr>
<th>Vessel Name</th>
<th>GT</th>
<th>Flag</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Vessel Type</th>
<th>Arrival Date/Time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Part II – Marine Project Information**

Project Title: _______________________________________________________

Port Marine Notice Number: ____________________________ Marine Project Area: ___________________

Operation Period From (Date/Time): ____________________________ to (Date/Time): ____________________________

**Part III - Declaration**

In consideration of MPA granting this permit, I, ____________________________, I/C No ______________________, hereby declare that the vessel has valid ship’s certificates and documents to operate within the port, and is properly manned by Master ____________________________________, IC No/PPT No ______________________, who possesses a valid Harbour Craft Master Course Certificate / Port Limit Special Grade (Deck) Officer Course Certificate.

I undertake to submit any certificates and documents whose last recorded status with MPA has expired or changed for updating upon the request of MPA.

Please debit the Permit Fees to my company’s MPA Account No: ______________________

Name of Company: _______________________________________________________

Address: ______________________________________________________________

Telephone/Fax Number: ____________________________ / ______________

_________________________ Signature of Representative & Company stamp

Date of Application: ____________________________

**Part IV (FOR OFFICIAL USE)**

Permit Approved / Rejected*

Reason for Rejection: ____________________________________________

This permit is issued in accordance with Regulation 39 of The Maritime and Port Authority of Singapore (Harbour Craft) Regulations 1997.

Fee Paid: $ ____________________________ Bill No: ______________________ Date of Bill: ______________________

_________________________ for PORT MASTER 

Date of Approval: ____________________________

* The Port Master reserves the right to vary any existing condition of a THCPMP and to impose additional conditions at any time.
Shipping and Harbour Craft Community

**PRO-ENTERPRISE INITIATIVE – ACCEPTANCE OF EMPLOYABILITY SKILLS SYSTEM AS ALTERNATIVE TO FORMAL EDUCATIONAL QUALIFICATIONS TO SIT FOR EXAMINATION AND QUALIFY AS PORT LIMIT STEERSMAN AND HELMSMAN.**

In accordance with MPA Harbour Craft Manning Licence and Examination Regulations, a candidate must fulfill the following criteria before he is allowed to attend the Port Limit Steersman course:

(a) At least 18 years old;
(b) Passed eyesight test;
(c) Have accumulated practical experience as a crew member for a total period of not less than 3 months, if the person has at least Secondary 2 education or its equivalent, or a total period of not less than 6 months.

2 To help attract more Singaporeans and Permanent Residents (PR) to join the harbour craft industry, MPA has reviewed the educational criteria for Port Limit Steersman and Helmsman course to accept the Employability Skills System (ESS)\(^1\) developed by the Singapore Workforce Development Agency (WDA) as equivalent qualification to join the harbour craft industry.

---

\(^1\) The ESS is a training initiative introduced in 2005 by the Workforce Development Agency (WDA) to prepare all levels of the Singapore workforce to remain employable and competitive. Today, it is a well-established framework recognised by different industries and it opens up another avenue for those who did not complete their education under the Singapore mainstream education system (and hence no formal qualifications) to upgrade themselves and accumulate working experience within the harbour craft industry.
3 With immediate effect, MPA will accept Workplace Literacy and Workplace Numeracy (WPLN) proficiency level 4 under the ESS as equivalent qualification to sit for examination and qualify as Port Limit Steersman and Port Limit Helmsman. All candidates with Secondary 2 or WPLN4 and above are only required to accumulate practical experience as crew member for a total period of not less than 3 months. Candidates are required to provide the “Statement of Attainment” issued by WDA as proof of level of proficiency attained when registering for the respective courses.

4 Any queries relating to this circular should be directed to Mr Chiang Joo Jo at Tel: 6325 2480 or Ms Puvanes at Tel: 6325 2589.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
WATER SKIING IN SINGAPORE PORT WATERS

1. Water-skiing activities which include wake-boarding are growing in popularity as a sea sport. With effect from 13 Aug 2009, MPA has designated 9 water-skiing areas including one new site located south of Sentosa (see Appendices 1 to 7). To ensure safety of the water-skiers, any person operating a pleasure craft involved in water-skiing activities shall comply with the following:

   (a) Water-skiing shall only be carried out during daylight hours (0700 hrs to 1900 hrs) and within the designated water-skiing sites;

   (b) Proceed in a counter-clockwise direction as shown in Appendices;

   (c) Ensure that in addition to the pleasure craft driver, there is another person in the pleasure craft of at least 15 years of age, who is in a position to observe the progress of the person being towed;

   (d) Ensure that all skiers put on life-vests at all times;

   (e) Maintain a good look out at all times and shall keep well clear of other water-skiers and swimmers; and

   (f) Comply with the International Collision Regulations when overtaking and taking action to avoid collision.

2. In pursuant to regulation 53 of the MPA (Pleasure Craft) Regulations 1997, the Port Master hereby directs that any person operating a pleasure craft when involved in water-skiing activities shall comply the requirements stated in para 1 of this circular. Any person who fails to comply with this direction shall be guilty of an offence and shall be liable on conviction to a fine not exceeding $5,000.

3. All vessels other than pleasure craft involved in water-skiing activities shall keep well clear of the designated water-skiing sites.
Port Marine Circular No. 16 of 2006 will be cancelled with effect from 13 Aug 2009.

LOW MUN SING
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 6325 2419
FAX: 6325 2430
Note:
This chartlet is for illustration only and must not be used for navigation.
Note: This chartlet is for illustration only and must not be used for navigation.
Note: This chartlet is for illustration only and must not be used for navigation.
Points | Lat (N) | Long (E)  
--- | --- | ---  
1 | 1° 15.271' | 103° 48.605'  
2 | 1° 15.034' | 103° 48.967'  
3 | 1° 14.989' | 103° 48.937'  
4 | 1° 15.225' | 103° 48.576'
01 May 2009

Shipping Community
Harbour Craft Community
Pleasure Craft Community

MEDICAL SERVICE PROVIDERS IN THE PORT

1 Attached are details of medical groups and companies that provide craft to transfer sick persons in the port:

   (a) Appendix 1 - List of medical groups that could be contacted for medical assistance.

   (b) Appendix 2 - List of companies that provide craft to transfer sick persons in port.

2 This notice supersedes Port Marine Notice No. 73 of 2003.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Tel: 6325 2468
Fax: 6325 2454
LIST OF MEDICAL GROUPS THAT COULD BE CONTACTED FOR MEDICAL ASSISTANCE

1. **SeaCare Maritime Medical Centre**
   165 Tanjong Pagar Road
   #04-19, The Amara
   Singapore 088539
   Tel: (65) 62227728 (24 hours)
   Fax: (65) 62246387
   Email: seacare@pacific.net.sg
   Contact: Dr Chia Yih Woei (HP 94500704)
   Dr Peh Keong Chuen

2. **Gleneagles Maritime Medical Centre**
   120 Cantonment Road
   #02-05 Maritime House
   Singapore 089760
   Tel: (65) 62236066 (24 hours)
   Fax: (65) 62236055
   Email: lee_choi_kheong@parkwayshenton.com
   Contact: Dr Lee Choi Kheong (HP 97813360)

3. **City & Med Health Associates Pte Ltd**
   19 Keppel Road
   #01-01 Jit Poh Building
   Singapore 089058
   Tel: (65) 62262636
   Fax: (65) 62262733
   Email: citymed@singnet.com.sg
   Contact: Dr Chan Sue Meng

4. **Raffles Medical Group**
   585 North Bridge Road
   Singapore 188770
   Tel: 63111555 (24 hours)
   Fax: 63112390
   Email: mohd_ali@rafflesmedical.com
   Contact: Mr Mohd Ali
   NB: Would only serve companies that have make prior contract with them.

5. **Gethin-Jones Medical Practice Pte Ltd**
   460 Alexandra Road #02-01
   PSA Building
   Singapore 119963
   Office Hours – Tel: 62278900
   Fax: 62248491
   Contact Person: Ms Lim Puay Cheng
   **After Office Hours** - Tel: 65358833/65324865 (International Answering Service)
# LIST OF COMPANIES THAT PROVIDE CRAFT FOR TRANSFER OF SICK PERSONS IN PORT

<table>
<thead>
<tr>
<th>S/No</th>
<th>Company</th>
<th>Name of contact person</th>
<th>Office Tel</th>
<th>Handphone</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Kan Lian Ferry Services Co.</td>
<td>Ms Tammy Ong</td>
<td>6778-5143</td>
<td>9001-2038</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Everlast Marine Services Pte Ltd</td>
<td>Ms Florina Wong</td>
<td>6773-2782</td>
<td>9661-2706</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6532-5655</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6742-3995</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>York Launch Service Pte Ltd</td>
<td>Mr Kieu Kim Seng</td>
<td>6842-1955</td>
<td>9698-2219</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>6532-6216</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>Eng Hup Shipping Pte Ltd</td>
<td>Ms Justina Lim</td>
<td>6276-6831</td>
<td>9615-3922</td>
</tr>
</tbody>
</table>
PORT MARINE CIRCULAR
NO. 05 of 2009

06 April 2009

Shipping Community
Harbour Craft Community
Owners and Operators of Oil Terminals

OCIMF- SIRE INSPECTIONS AT OIL TERMINALS IN SINGAPORE

1 This circular brings to the attention of the shipping community on the procedures and guidelines for OCIMF-SIRE inspections to be carried out alongside at all oil terminals in Singapore. These procedures and guidelines were developed in consultation with MPA, Singapore Shipping Association, oil terminal operators in Singapore, INTERTANKO and OCIMF.

2 This procedure should be used with immediate effect. The request form and the industry guidelines for SIRE inspections at oil terminals in Singapore are attached as Annex 1 and Annex 2, respectively.

3 Any queries relating to this circular should be directed to Capt Ram K Kumar at Tel: 6325 2475.

RAM K KUMAR
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL : 6325 2475
FAX : 6325 2430
Industry Guidelines for SIRE Inspections at Private Oil Terminals in Singapore

1 Inspection requests should be submitted to the terminal at least 3 working days in advance of vessel arrival. Any applications submitted with less than 3 days advance notice will be considered on a case-by-case basis.

2 While the SIRE inspector may arrive early, inspections should only be conducted during the daylight office hours as specified by each individual terminal (0700 to 1900 hours, for instance).

3 A designated Port Captain or Marine Superintendent shall be on-board when the SIRE inspection is being conducted during vessel discharge operation. This will serve to minimise the potential impact the inspection might have on the crew as they conduct cargo operations.

4 Applications should be made by charterers’ agents only, not by the SIRE inspector himself.

5 A standardised **OCIMF- SIRE Inspection Request Form (Annex 2)** is appended to these Guidelines. In completion of the form, it should be noted that in the event that the owner of a product denies access in the interest of confidentiality, the terminal will state on the form the reason for denying access.

6 Unless the terminal specifically requires landward access, the SIRE inspector must arrive by launch, which will adhere to all relevant regulations put forth by MPA, the terminal and any other stakeholder.

7 The SIRE inspector shall be subject to any additional house rules peculiar to a particular terminal. Details of these rules shall be provided on the Inspection Request Form and may be supplemented by more detail where necessary.
# OCIMF- SIRE INSPECTION REQUEST FORM

## Annex 2

### PART I: Inspection Request (To be completed by Charterer Agent)

<table>
<thead>
<tr>
<th>Terminal's Name:</th>
<th>Charterer Agent’s Name:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Contact Person:</td>
<td>Contact Person:</td>
</tr>
<tr>
<td>Office/Mobile Tel:</td>
<td>Office/Mobile Tel:</td>
</tr>
<tr>
<td>Fax:</td>
<td>Fax:</td>
</tr>
<tr>
<td>Email:</td>
<td>Email:</td>
</tr>
</tbody>
</table>

### Vessel Information

<table>
<thead>
<tr>
<th>Vessel’s Name:</th>
<th>Call Sign and IMO Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arrival Date:</td>
<td>Technical Management Company:</td>
</tr>
<tr>
<td>Estimated Arrival Time:</td>
<td>Date of last SIRE inspection:</td>
</tr>
<tr>
<td>Estimated Departure Date/Time:</td>
<td>Type and Quantity of present Cargo:</td>
</tr>
</tbody>
</table>

### SIRE Inspector Details

<table>
<thead>
<tr>
<th>Name:</th>
<th>Name:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passport/ID No.:</td>
<td>Passport/ID No.:</td>
</tr>
<tr>
<td>OCIMF SIRE Accreditation No.:</td>
<td>Company:</td>
</tr>
<tr>
<td>Represented company for the Sire Inspection:</td>
<td>Position:</td>
</tr>
<tr>
<td>Company:</td>
<td>Mobile Tel:</td>
</tr>
<tr>
<td>Mobile Tel:</td>
<td>Office Tel:</td>
</tr>
<tr>
<td>Fax:</td>
<td>Fax:</td>
</tr>
<tr>
<td>Email:</td>
<td>Email:</td>
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</tbody>
</table>

### Port Captain/Marine Superintendent Details

<table>
<thead>
<tr>
<th>Name:</th>
<th>Name:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passport/ID No.:</td>
<td>Passport/ID No.:</td>
</tr>
<tr>
<td>Represented company for the Sire Inspection:</td>
<td>Company:</td>
</tr>
<tr>
<td>Company:</td>
<td>Position:</td>
</tr>
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<tr>
<td>Office Tel:</td>
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</tr>
<tr>
<td>Fax:</td>
<td>Fax:</td>
</tr>
<tr>
<td>Email:</td>
<td>Email:</td>
</tr>
</tbody>
</table>

### Charterer Agent Representative Name:  Date and Time: …………/…………

Signature:…………………………………

---

### PART II: Terminal Response (To be completed by Terminal)

**Inspection Request:**

**Accepted / Rejected**

If rejected, please provide explanation:

**Terminal Safety and Security Requirements:**

**Terminal Boarding Instructions:**

- Boarding via Launch / land

<table>
<thead>
<tr>
<th>Terminal Representative Name:</th>
<th>Date and Time: …………/…………</th>
</tr>
</thead>
<tbody>
<tr>
<td>Signature:</td>
<td></td>
</tr>
<tr>
<td>------------------------------</td>
<td>--------------------------------</td>
</tr>
</tbody>
</table>

*Inspection Request to be conducted in accordance with the Industry Guidelines for SIRE Inspections at Private Oil Terminals (Singapore)*
Introduction

1. Pursuant to Sections 10 and 44 of the Maritime and Port Authority of Singapore Act (Cap.170A) and Regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby directs that with effect from 1 Apr 2009 at 0001hours, all vessels to which this circular applies shall comply with the amended reporting procedures for vessels manoeuvring in port.

2. All reports made to the designated control stations shall be in English. Timings shall be in local time following the 24-hour standard format.

3. The height of vessel refers to the height (in metres) measured vertically from the water-line of the vessel to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures on board, the highest point shall be the maximum height attainable by these structures when fully extended, if such extended height exceeds the height of its cargo, or fixed structures or equipment.

Application

4. The VHF radiotelephone reporting procedures for vessels manoeuvring in port shall apply to:

   (a) vessel of 300 GT and above;
   (b) tug engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT and above;
   (c) all passenger vessels;
   (d) vessel of 30m or more in length; and
   (e) vessel of 30m or more in height
Reporting Sectors

5 East Johor Strait, Keppel Harbour, Cruise Bay, Pasir Panjang, West Jurong, West Johor Strait, Eastern and Western Sectors are designated as reporting sectors. The geographical boundaries of the sectors are described in Appendix 1 and shown in the attached Chartlet. Vessel intending to enter, move within or leave a reporting sector shall first call on the appropriate control station and obtain permission to conduct the manoeuvre.

Control Stations

6 For the purpose of VHF radiotelephone reporting by vessels manoeuvring in port, the port water is divided into 11 sectors. Each sector has a control station operating on a designated VHF Channel. The designated VHF Channels for the sectors are listed in the table below:

<table>
<thead>
<tr>
<th>Reporting Sectors</th>
<th>Control Stations</th>
<th>Designated VHF Channels</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Johor Strait Sector</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Keppel Harbour Sector</td>
<td>Keppel Control</td>
<td>18</td>
</tr>
<tr>
<td>Cruise Bay Sector</td>
<td>Cruise Bay Control</td>
<td>5</td>
</tr>
<tr>
<td>Pasir Panjang Sector 1</td>
<td>Sinki Control</td>
<td>68</td>
</tr>
<tr>
<td>Pasir Panjang Sector 2</td>
<td>Pasir Panjang Control</td>
<td>25</td>
</tr>
<tr>
<td>Pasir Panjang Sector 3</td>
<td>Pasir Panjang Control</td>
<td>25</td>
</tr>
<tr>
<td>Pasir Panjang Sector 4</td>
<td>Pasir Panjang Control</td>
<td>25</td>
</tr>
<tr>
<td>West Jurong Sector</td>
<td>Jurong Control</td>
<td>22</td>
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<tr>
<td>West Johor Strait Sector</td>
<td>Jurong Control</td>
<td>22</td>
</tr>
<tr>
<td>Eastern Sector</td>
<td>East Control</td>
<td>12</td>
</tr>
<tr>
<td>Western Sector</td>
<td>West Control</td>
<td>68</td>
</tr>
</tbody>
</table>

Types of Reports

7 There are 3 types of reports, namely, Channel Information Report, Arrival Report and Underway Report. Depending on the sector in which a vessel is in, every report shall be made to the appropriate control station.

(a) Channel Information Report

(i) This report shall be made by a vessel arriving from high sea prior to entering the port or a vessel intending to move within or leave the port. The report shall be made to the appropriate control station on the designated VHF Channel listed in paragraph 6.

(ii) The report shall contain the following information:

- name or callsign of vessel
- vessel's draft
- present location
- destination, i.e. new location in port or bound for sea
- height (if proceeding to a height restricted area)
- remarks, if any
(iii) For a vessel intending to enter, move within or leave a **reporting sector**, it shall obtain permission from the control station before conducting the manoeuvre.

(iv) Before proceeding to or departing from a terminal, a vessel shall comply with the guidelines in **Appendix 2**.

(b) **Arrival Report**

(i) This report shall be made by a vessel when it has arrived at the destination in port. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 5.

(ii) For a vessel arriving at a terminal, the report shall contain the following information:

- **name or callsign of vessel**
- **arrival date and time**
- **name of the berth and terminal**

(iii) For a vessel arriving at an anchorage, the report shall contain the following information:

- **name or callsign of vessel**
- **arrival date and time**
- **name of the anchorage**
- **bearing and distance of the vessel from one of the position reference points listed in Appendix 3**.

*Note: Every vessel at anchor is required to maintain a continuous listening watch on the appropriate VHF Channel.*

(c) **Underway Report**

(i) This report shall be made by a vessel when it is underway in a channel after leaving an anchorage or a berth and passing abeam of the points listed in **Appendix 4**. The vessel shall report to the appropriate control station on the designated VHF Channel listed in paragraph 5.

(ii) The underway report shall contain the following information:

- **name or callsign of vessel**
- **present location e.g. abeam of NE Corridor Buoy**

(iii) Every vessel when underway shall maintain a continuous listening watch on the VHF Channel that is designated for the sector the vessel is in.

(iv) Vessels are advised to keep additional listening watch on VHF Channel 16.
8 A summary of the above reporting procedures is tabulated in Appendix 5 for quick reference. This circular supercedes Port Marine Circular No. 23 of 2005.

CHOONG YEW WENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 6325 2464
FAX : 6325 2454
## EASTERN SECTOR

1a  01° 20.354'N  104° 01.362'E
1b  01° 19.997'N  104° 02.693'E
1c  01° 19.997'N  104° 03.060'E
1d  01° 18.783'N  104° 04.258'E
1e  01° 17.449'N  104° 05.206'E
1f  01° 16.910'N  104° 02.100'E
1g  01° 16.296'N  103° 58.599'E
1h  01° 12.318'N  103° 51.201'E
1i  01° 14.394'N  103° 51.202'E
1j  01° 13.918'N  103° 51.398'E
1k  01° 14.686'N  103° 52.199'E
1l  01° 15.054'N  103° 51.761'E
1m  01° 16.159'N  103° 51.639'E

Remarks:

- thence along the coastline

1a  01° 20.354'N  104° 01.362'E

## KEPPEL HARBOUR SECTOR

2a  01° 16.159'N  103° 51.639'E  (Point 2a shared with Point 1m)
2b  01° 15.054'N  103° 51.761'E  (Point 2b shared with Point 1l)
2c  01° 14.686'N  103° 52.199'E  (Point 2c shared with Point 1k)
2d  01° 13.918'N  103° 51.398'E  (Point 2d shared with Point 1j)
2e  01° 15.105'N  103° 50.908'E  (Point 2e shared with Point 1m)

Remarks:

- thence along the coastline

2a  01° 16.159'N  103° 51.639'E

## CRUISE BAY SECTOR

3a  01° 15.556'N  103° 48.416'E
3b  01° 15.737'N  103° 48.311'E

Remarks:

- thence along the coastline

3a  01° 15.556'N  103° 48.416'E

## WESTERN SECTOR

4a  01° 15.105'N  103° 50.908'E  (Point 4a shared with Point 2e)
4b  01° 14.394'N  103° 51.202'E  (Point 4b shared with Point 1l)
4c  01° 12.318'N  103° 51.201'E  (Point 4c shared with Point 1h)
4d  01° 10.855'N  103° 47.558'E
4e  01° 08.973'N  103° 44.313'E
4f  01° 11.541'N  103° 40.845'E
4g  01° 13.973'N  103° 44.434'E
4h  01° 14.201'N  103° 44.980'E
4i  01° 14.465'N  103° 45.786'E
4j  01° 14.345'N  103° 47.118'E
4k  01° 15.556'N  103° 48.416'E  (Point 4k shared with Point 3a)

Remarks:

- thence along the coastline

4a  01° 15.105'N  103° 50.908'E  (Point 4a shared with Point 2e)
<table>
<thead>
<tr>
<th>Pasir Panjang Sector 1</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>5a  01° 16.637N 103° 44.202'E</td>
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</tr>
<tr>
<td>5b  01° 15.585N 103° 45.472'E</td>
<td></td>
</tr>
<tr>
<td>5c  01° 15.302N 103° 45.536'E</td>
<td></td>
</tr>
<tr>
<td>5d  01° 14.465N 103° 45.786'E</td>
<td>(Point 5d shared with Point 4i)</td>
</tr>
<tr>
<td>5e  01° 14.201N 103° 44.980'E</td>
<td>(Point 5e shared with Point 4h)</td>
</tr>
<tr>
<td>5f  01° 13.973N 103° 44.434'E</td>
<td>(Point 5f shared with Point 4g)</td>
</tr>
<tr>
<td>5g  01° 11.541N 103° 40.845'E</td>
<td>(Point 5g shared with Point 4f)</td>
</tr>
<tr>
<td>5h  01° 11.749N 103° 40.562'E</td>
<td></td>
</tr>
<tr>
<td>5i  01° 12.099N 103° 39.208'E</td>
<td></td>
</tr>
<tr>
<td>5j  01° 13.338N 103° 40.426'E</td>
<td></td>
</tr>
<tr>
<td>5a  01° 16.637N 103° 44.202'E</td>
<td>thence along the coastline</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pasir Panjang Sector 2</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>6a  01° 15.302N 103° 45.536'E</td>
<td>(Point 6a shared with Point 5c)</td>
</tr>
<tr>
<td>6b  01° 16.094N 103° 46.241'E</td>
<td>thence along the coastline</td>
</tr>
<tr>
<td>6c  01° 15.737N 103° 48.311'E</td>
<td>(Point 6c shared with Point 3b)</td>
</tr>
<tr>
<td>6d  01° 15.556N 103° 48.416'E</td>
<td>(Point 6d shared with Point 3a)</td>
</tr>
<tr>
<td>6e  01° 14.345N 103° 47.118'E</td>
<td>(Point 6e shared with Point 4j)</td>
</tr>
<tr>
<td>6f  01° 14.465N 103° 45.786'E</td>
<td>(Point 6f shared with Point 4i)</td>
</tr>
<tr>
<td>6a  01° 15.302N 103° 45.536'E</td>
<td>(Point 6a shared with Point 5c)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pasir Panjang Sector 3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>7a  01° 16.094N 103° 46.241'E</td>
<td>(Point 7a shared with Point 6b)</td>
</tr>
<tr>
<td>7b  01° 15.302N 103° 45.536'E</td>
<td>(Point 7b shared with Point 6b)</td>
</tr>
<tr>
<td>7c  01° 15.585N 103° 45.472'E</td>
<td>(Point 7c shared with Point 5c)</td>
</tr>
<tr>
<td>7d  01° 16.400N 103° 44.385'E</td>
<td>thence along the coastline</td>
</tr>
<tr>
<td>7e  01°16.775'N 103° 43.842'E</td>
<td></td>
</tr>
<tr>
<td>7f  01°17.148'N 103° 44.190'E</td>
<td></td>
</tr>
<tr>
<td>7g  01°17.425'N 103°44.878'E</td>
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</tr>
<tr>
<td>7h  01°17.878'N 103° 44.660'E</td>
<td>thence along the coastline</td>
</tr>
<tr>
<td>7a  01°16.094'N 103°46.241'E</td>
<td>(Point 7a shared with Point 6b)</td>
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<table>
<thead>
<tr>
<th>Pasir Panjang Sector 4</th>
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<tr>
<td>8a  01° 16.775N 103° 43.842'E</td>
<td>(Point 8a shared with Point 7e)</td>
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<tr>
<td>8b  01°17.878'N 103° 44.660'E</td>
<td>(Point 8b shared with Point 7h)</td>
</tr>
<tr>
<td>8c  01°17.425'N 103°44.878'E</td>
<td>(Point 8c shared with Point 7g)</td>
</tr>
<tr>
<td>8d  01°17.148'N 103°44.190'E</td>
<td>(Point 8d shared with Point 7f)</td>
</tr>
<tr>
<td>8a  01° 16.775N 103° 43.842'E</td>
<td>(Point 8a shared with Point 7e)</td>
</tr>
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</table>
### West Jurong Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>9a</td>
<td>01° 13.338'N</td>
<td>103° 40.426'E</td>
<td>(Point 9a shared with Point 5j)</td>
</tr>
<tr>
<td>9b</td>
<td>01° 12.099'N</td>
<td>103° 39.208'E</td>
<td>(Point 9b shared with Point 5i)</td>
</tr>
<tr>
<td>9c</td>
<td>01° 12.507'N</td>
<td>103° 37.630'E</td>
<td></td>
</tr>
<tr>
<td>9d</td>
<td>01° 12.772'N</td>
<td>103° 37.676'E</td>
<td></td>
</tr>
<tr>
<td>9a</td>
<td>01° 13.338'N</td>
<td>103° 40.426'E</td>
<td>(Point 9a shared with Point 5j)</td>
</tr>
</tbody>
</table>

### West Johor Strait Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>10a</td>
<td>01° 12.772'N</td>
<td>103° 37.676'E</td>
<td>(Point 10a shared with Point 9d)</td>
</tr>
<tr>
<td>10b</td>
<td>01° 12.507'N</td>
<td>103° 37.630'E</td>
<td>(Point 10b shared with Point 9c)</td>
</tr>
<tr>
<td>10c</td>
<td>01° 12.908'N</td>
<td>103° 36.071'E</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>thence along the Port Limit between Singapore &amp; Malaysia, along the Causeway and then along the coastline,</td>
</tr>
<tr>
<td>10a</td>
<td>01° 12.772'N</td>
<td>103° 37.676'E</td>
<td>(Point 10a shared with Point 9d)</td>
</tr>
</tbody>
</table>

### East Johor Strait Sector

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude</th>
<th>Longitude</th>
<th>Notes</th>
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</thead>
<tbody>
<tr>
<td>11a</td>
<td>01° 17.788'N</td>
<td>104° 07.150'E</td>
<td></td>
</tr>
<tr>
<td>11b</td>
<td>01° 17.449'N</td>
<td>104° 05.206'E</td>
<td>(Point 11b shared with Point 1e)</td>
</tr>
<tr>
<td>11c</td>
<td>01° 18.783'N</td>
<td>104° 04.258'E</td>
<td>(Point 11c shared with Point 1d)</td>
</tr>
<tr>
<td>11d</td>
<td>01° 19.997'N</td>
<td>104° 03.060'E</td>
<td>(Point 11d shared with Point 1c)</td>
</tr>
<tr>
<td>11e</td>
<td>01° 19.997'N</td>
<td>104° 02.693'E</td>
<td>(Point 11e shared with Point 1b)</td>
</tr>
<tr>
<td>11f</td>
<td>01° 20.354'N</td>
<td>104° 01.362'E</td>
<td>(Point 11f shared with Point 1a)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>thence along the coastline, along the Causeway and then along the Port Limit between Singapore &amp; Malaysia,</td>
</tr>
<tr>
<td>11a</td>
<td>01° 17.788'N</td>
<td>104° 07.150'E</td>
<td></td>
</tr>
</tbody>
</table>
GUIDELINES FOR VESSELS PROCEEDING TO OR DEPARTING FROM A TERMINAL IN A REPORTING SECTOR

1  Before proceeding to a terminal and prior to entering the reporting sector, the master of the vessel shall ensure that:

   (a)  the berth at the terminal or shipyard is clear from obstructions and that adequate personnel are available to assist the vessel during the berthing;
   (b)  the tug(s) where applicable are in position to assist the vessel;
   (c)  the VHF working channel for berthing has been agreed and tested;
   (d)  the vessel’s navigational equipment/steering gear including the ship’s whistle are tested; and
   (e)  any other precautions deemed necessary for the safe navigation and berthing of the vessel are observed.

2  Before unberthing at a terminal within a reporting sector, the master of the vessel shall ensure that:

   (a)  it is in a state of readiness to proceed out;
   (b)  the tugs (s) are made fast to the vessel;
   (c)  the vessel’s navigational equipment /steering gear including the ship’s whistle is tested;
   (d)  the VHF equipment is in good working condition;
   (e)  for inter-terminal or inter-shipyard movement, the other berth is safe and ready to receive the vessel; and
   (f)  any other precautions deemed necessary for the safe unberthing and navigation of the vessel are observed.

3  Masters of vessels navigating within a reporting sector are reminded of the following:

   (a)  to keep a proper look-out for other vessels this may also be manoeuvring within the area;
   (b)  to keep as near to the outer limit of the fairway which lies on her starboard side where it is safe and practicable;
   (c)  to proceed at a safe speed at all times;
   (d)  to comply with the International Regulations for Preventing Collisions at Sea 1972 as amended; and
   (e)  that anchoring is prohibited except in the case of emergency to avoid immediate danger.
## Appendix 3

### POSITION REFERENCE POINTS FOR ARRIVAL REPORT IN THE ANCHORAGE

<table>
<thead>
<tr>
<th>NAMES OF ANCHORAGES</th>
<th>REFERENCE POINTS</th>
<th>REFERENCE MARKS</th>
<th>REPORTING STATIONS</th>
<th>VHF CHANNELS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EAST JOHOR STRAIT</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Changi General Purpose Anchorage</td>
<td>Lat 01° 17.9’N Long 104° 05.9’E</td>
<td>Eastern Buoy</td>
<td>Sembawang Control</td>
<td>21</td>
</tr>
<tr>
<td>Changi Temporary Barge Holding Anchorage</td>
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<tr>
<td><strong>EASTERN SECTOR</strong></td>
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<td></td>
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<tr>
<td>Eastern Bunkering C Anchorage</td>
<td>Lat 01°17.9’N Long 103° 54.3’E</td>
<td>Amber Beacon</td>
<td>East Control</td>
<td>12</td>
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<tr>
<td>Man-of –War Anchorage</td>
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<td>Eastern Bunkering A Anchorage</td>
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<tr>
<td>Eastern Bunkering B Anchorage</td>
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<tr>
<td>Eastern Special Purpose D Anchorage</td>
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<tr>
<td>Eastern Special Purpose B Anchorage</td>
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<tr>
<td>Laid-up Vessel Anchorage</td>
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<tr>
<td>Small Craft Anchorage</td>
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<tr>
<td>Eastern Explosives Lighter Anchorage</td>
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<td>Eastern Petroleum A Anchorage</td>
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<td>Rimau Beacon</td>
<td>West Control</td>
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<td>Western Petroleum “B” Anchorage</td>
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<td>Sudong Explosives Anchorage</td>
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<tr>
<td>Sudong Special Purpose Anchorage</td>
<td>Lat 01° 14.4’N Long 103° 38.9’E</td>
<td>Sultan Sh Lt Ho</td>
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<td>Sudong Bunkering Anchorage ‘A’</td>
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<td><strong>WEST JURONG SECTOR</strong></td>
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<tr>
<td>Tuas Petroleum Anchorage</td>
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# REPORTING POINTS FOR UNDERWAY REPORT

<table>
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<th>REPORTING POINTS</th>
<th>POSITIONS</th>
<th>LOCATIONS</th>
<th>REPORTING POINTS</th>
<th>POSITIONS</th>
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<tbody>
<tr>
<td>Changi Naval Base Corridor</td>
<td>Airway Buoy</td>
<td>01° 17.65'N 104° 01.09'E</td>
<td>East Jurong Channel</td>
<td>Cyrene Beacon</td>
<td>01° 15.30'N 103° 45.54'E</td>
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<td>East Cyrene Buoy</td>
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<td>Pusing Buoy</td>
<td>01° 17.15'N 103° 44.19'E</td>
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<td>Ferry Corridor</td>
<td>Padang Buoy</td>
<td>01° 17.49'N 103° 58.98'E</td>
<td>Sinki Fairway/Banyan Basin</td>
<td>Serebut Bn</td>
<td>01° 14.83'N 103° 42.09'E</td>
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<td>Sawa Buoy</td>
<td>01° 15.35'N 103° 44.05'E</td>
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<td>Salu Buoy</td>
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<td>Eastern Fairway/Eastern Corridor</td>
<td>Forward Buoy</td>
<td>01° 16.12'N 103° 56.01'E</td>
<td>Temasek Fairway</td>
<td>Temasek Buoy</td>
<td>01° 14.02'N 103° 39.39'E</td>
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<td>NE Corridor Buoy</td>
<td>01° 15.43'N 103° 53.81'E</td>
<td></td>
<td>Tuas View Buoy</td>
<td>01° 15.89'N 103° 38.49'E</td>
</tr>
<tr>
<td>East Keppel Fairway</td>
<td>Ro-Ro Buoy</td>
<td>01° 15.91N 103° 51.45'E</td>
<td>Pesek Basin</td>
<td>Anak Pulau Buoy</td>
<td>01° 17.61'N 103° 41.95'E</td>
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<td>Main Fairway Buoy</td>
<td>01° 14.44'N 103° 51.93'E</td>
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<td>Outer Shoal Bn</td>
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<td>Buran Channel</td>
<td>E Buran Buoy</td>
<td>01° 14.64'N 103° 50.96'E</td>
<td>West Jurong Channel</td>
<td>Triton Buoy</td>
<td>01° 16.39'N 103° 39.41'E</td>
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<td>W Buran Buoy</td>
<td>01° 14.64'N 103° 50.96'E</td>
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<td>Southern Fairway</td>
<td>Tembakul Bn</td>
<td>01° 13.34'N 103° 51.78'E</td>
<td>Tuas Channel</td>
<td>Tuas Bn</td>
<td>01° 16.96'N 103° 39.35'E</td>
</tr>
<tr>
<td>Sisters Fairway</td>
<td>Palawan Bn</td>
<td>01° 14.97'N 103° 48.89'E</td>
<td>Raffles Reserved Anchorage</td>
<td>Senang Buoy</td>
<td>01° 10.41'N 103° 44.99'E</td>
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<td>Selegi Beacon</td>
<td>01° 13.56'N 103° 49.59'E</td>
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<td>Jong Fairway</td>
<td>Sisters Buoy</td>
<td>01° 12.98'N 103° 48.25'E</td>
<td>East Johor Strait</td>
<td>Eastern Buoy</td>
<td>01° 17.87'N 104° 05.89'E</td>
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<td>Sebarok Bn</td>
<td>01° 13.58'N 103° 49.59'E</td>
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<td>Angler Buoy</td>
<td>01° 21.09'N 104° 03.01'E</td>
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<td>West Keppel Fairway</td>
<td>Rimau Beacon</td>
<td>01° 115.59'N 103° 48.39'E</td>
<td></td>
<td>Punggol Buoy</td>
<td>01° 25.33'N 103° 54.69'E</td>
</tr>
</tbody>
</table>

*Note: Buoys and beacons in close proximity of anchorages or berths are used as reporting points.*
# REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT

<table>
<thead>
<tr>
<th>TYPES OF REPORTS</th>
<th>CATEGORIES OF VESSELS REQUIRED TO REPORT</th>
<th>REPORTING POINTS</th>
<th>CONTROL STATIONS</th>
<th>DESIGNATED VHF CHANNELS</th>
<th>INFORMATION TO BE REPORTED</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHANNEL INFORMATION REPORT</td>
<td>Passenger vessel Vessel of 300 GT and above Tug engaged in towing or pushing if combined GT of tug/tow is 300 GT and above Vessel of 30m or more in length or 30m or more in height</td>
<td>Vessel arriving, or before leaving a berth/anchorage</td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, present location, destination in port, next port, draft, height, remarks if any.</td>
</tr>
<tr>
<td></td>
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<td></td>
<td>Keppel Control</td>
<td>VHF Ch 18</td>
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<td>Cruise Bay Control</td>
<td>VHF Ch 5</td>
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<td>Pasir Panjang Control</td>
<td>VHF Ch 25</td>
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<td>Sinki Control</td>
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<td>Jurong Control</td>
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<td>West Control</td>
<td>VHF Ch 68</td>
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<td></td>
<td>Sembawang Control</td>
<td>VHF Ch 21</td>
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</tr>
<tr>
<td>ARRIVAL REPORT</td>
<td>Passenger vessel Vessel of 300 GT and above Tug engaged in towing or pushing if combined GT of tug/tow is 300 GT and above Vessel of 30m or more in length or 30m or more in height</td>
<td>When a vessel has arrived at a berth or anchorage (see Chartlet for the sectors and appropriate control station to report to)</td>
<td>East Control</td>
<td>VHF Ch 12</td>
<td>Name of vessel or callsign, arrival date and time, name of the berth or anchorage. For reporting of anchorage position the bearing and distance from one of the reference points Amber Bn, Rimau Bn, Sultan Shoal Lt Ho or Eastern Buoy</td>
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<td>Keppel Control</td>
<td>VHF Ch 18</td>
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<td>Cruise Bay Control</td>
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<td>Pasir Panjang Control</td>
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<td>Sinki Control</td>
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<td>Jurong Control</td>
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<td>West Control</td>
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<td>Sembawang Control</td>
<td>VHF Ch 21</td>
<td></td>
</tr>
<tr>
<td>UNDERWAY REPORT</td>
<td>Passenger vessel Vessel of 300 GT and above Tug engaged in towing or pushing if combined GT of tug/tow is 300 GT and above Vessel of 30m or more in length or 30m or more in height</td>
<td>When a vessel enters a channel and is abeam of the nearest reporting point stated in Appendix 4 of this circular</td>
<td>To the appropriate Control Station (see para 5 of circular for details)</td>
<td>On the appropriate VHF Channel for that sector (see para 5 of circular for details)</td>
<td>Name of vessel or callsign, present location</td>
</tr>
</tbody>
</table>
Shipping Community

THE INTERNATIONAL CONVENTION ON CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE, 2001 (BUNKER CONVENTION)

Former Port Marine Circulars No 13 of 2008 and No 19 of 2008 are hereby cancelled. This is a reproduction of the circulars with amendments to the International Group’s P&I Clubs (Annex 1).

2 With effect from 21 Nov 08, any ship having a gross tonnage greater than 1000 that enters or leaves the port of Singapore is required to carry on board a Bunker Convention Certificate (BCC), to attest that insurance or other financial security to cover liability for bunker oil pollution damage is in place. An oil tanker having a gross tonnage greater than 1000, whether actually carrying oil in bulk (ie when laden) or with oil residues onboard during the voyage following carriage of oil (ie on ballast voyage) would already be covered by the Convention on Civil Liability for Oil Pollution Damage 1992 (CLC 92) and need not carry a BCC when entering or leaving the port of Singapore. However, an oil tanker which is greater than 1,000 GT would be required to carry a BCC in the exceptional circumstance where she is operating in completely ‘clean’ condition, i.e. when it can be proven that there are no residues from the carriage of oil in, or remaining in its cargo tanks (for instance, when she is making her maiden voyage as a new-build from the shipyard). This Circular urges the shipping community to take necessary action to comply with the Bunker Convention as well as to take note of the procedures for application of a BCC.
Currently, all ships calling at the port of Singapore are required to submit a Notification of Arrival (NOA) prior to their arrival. With effect from 21 Nov 08, all ships will need to indicate in the NOA, if the ship possesses a valid BCC issued by a Convention Party.

**Foreign-flagged Ships with BCC**

For ships that enter the port of Singapore with a valid BCC, ship owners or agents can continue to apply for Electronic Port Clearance through the Marinet. Ship owners or agents are required to submit a copy of the BCC, in addition to the other required certificates, upon the ship’s departure.

**Foreign-flagged Ships without BCC but issued with insurance policy (Blue Card) from any one of International Group’s (IG) P&I Clubs**

For ships that do not possess a valid BCC, ship owners or agents will be required to submit their application for a BCC through the Marinet at least 3 working days prior to the ship’s arrival. The applicant will need to attach a softcopy (i.e. in pdf format) of the insurance policy (Blue Card) issued by any one of the IG P&I Clubs (Annex 1). The applicant will receive a confirmation via email or Short Message System (SMS) when an in-principle approval is given. The applicant will only be able to print the BCC upon the ship’s arrival at the port of Singapore. The BCC will be valid till 20 Feb 09 and the cost of issuing the BCC is $60. This will be billed together with the port dues or Marinet charges.

**Foreign-flagged Ships without BCC but issued with insurance policy from Fixed Premium Underwriters (FPU) or other P&I clubs other than the IG P&I Clubs**

A list of recognized FPUs and other P&I clubs whose insurance can be accepted for the purpose of issuing a BCC is attached in Annex 2. Ships insured by these recognized FPUs or P&I clubs will need to submit their application for a BCC through the Marinet at least 3 working days prior to the ship’s arrival. The applicant will need to attach a softcopy (i.e. in pdf format) of the Blue Card issued by any of the listed FPU or P&I Clubs. The applicant will receive a confirmation via email or Short Message System (SMS) when an in-principle approval is given. The applicant will only be able to print the BCC upon the ship’s arrival at the port of Singapore.

Please note that a BCC issued for this category of ships will only be valid for the period of port stay. For subsequent visits to the port of Singapore, provided there are no changes to the details in the Blue Card including the validity period of the insurance, the agents of the ships will be able to obtain a BCC valid for the period of port stay. Ships will be charged a fee of S$60 for the issuance of a BCC on their first port call. No further fees will be charged for issuance of BCC for subsequent port calls made by the ship before 20 Feb 09.
This fee will be billed together with the port dues or Marinet charges upon the first application.

**Foreign-flagged Ships with any other insurance**

8 Ships that are insured with insurance companies that are not recognized by MPA are advised to secure appropriate insurance cover through any of the marine insurance brokers listed at Annex 3. In such cases, ships are advised to engage the services of any of the marine insurance brokers two weeks prior to their arrival at the port of Singapore. Ships that have secured appropriate insurance cover are required to submit their application for BCC through the Marinet at least 3 working days prior to the ship’s arrival. Ships that are unable to secure appropriate insurance cover may be denied entry into the port of Singapore.

**Non-Marinet Users**

9 All non-Marinet users are required to submit their application for BCC at least 3 working days prior to the ship’s arrival via email: osdc@mpa.gov.sg. You will be required to attach the softcopy of the Blue Card (i.e. in pdf format) issued by the insurer together with the application form (Annex 4). Upon approval, you will be notified to collect the BCC from OSDC. Alternatively, you may collect the BCC when applying for port clearance.

**Singapore-registered Ships**

10 For Singapore-registered ships, please refer to Shipping Circular No. 26 of 2008.

**Clarification**

11 Any queries relating to BCC matters should be directed to our hotline at Tel: 6325 2460.

12 FPUs or P&I clubs who would like to be included in the list of accepted FPUs and P&I should write to OSDC@mpa.gov.sg - our officers will follow up with you on the requirements.

CAPT LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Annex 1

LIST OF 13 RECOGNISED INTERNATIONAL GROUP AND AFFILIATES

1. AMERICAN STEAMSHIP OWNERS MUTUAL PROTECTION AND INDEMNITY ASSOCIATION

2. ASSURANCEFORENINGEN GARD
   - GARD P&I (BERMUDA) LTD.

3. ASSURANCEFORENINGEN SKULD (GJENSIDIG)
   - SKULD MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (BERMUDA) LTD.

4. THE BRITANNIA STEAM SHIP INSURANCE ASSOCIATION LIMITED

5. THE JAPAN SHIP OWNERS’ MUTUAL PROTECTION AND INDEMNITY ASSOCIATION (JAPAN P&I CLUB)

6. THE LONDON STEAM-SHIP OWNERS’ MUTUAL INSURANCE ASSOCIATION LIMITED (THE LONDON P&I CLUB)

7. NORTH OF ENGLAND P&I ASSOCIATION

8. THE SHIPOWNERS’ MUTUAL PROTECTION AND INDEMNITY ASSOCIATION

9. THE STANDARD STEAMSHIP OWNERS’ PROTECTION AND INDEMNITY ASSOCIATION LTD
   - THE STANDARD STEAMSHIP OWNERS’ PROTECTION AND INDEMNITY ASSOCIATION (EUROPE) LTD.
   - THE STANDARD STEAMSHIP OWNERS’ PROTECTION AND INDEMNITY ASSOCIATION (LONDON) LTD.
   - THE STANDARD STEAMSHIP OWNERS’ PROTECTION AND INDEMNITY ASSOCIATION (ASIA) LTD.

10. The Steamship Mutual Underwriting Association (Bermuda) Ltd.
    - THE STEAMSHIP MUTUAL UNDERWRITING ASSOCIATION LTD.
11. SVERIGES ANGFARTYGS ASSURANS FORENING (THE SWEDISH CLUB)

12. THE UNITED KINGDOM MUTUAL STEAM SHIP ASSURANCE ASSOCIATION (BERMUDA) LIMITED (UK P&I CLUB)
   - UNITED KINGDOM MUTUAL STEAM SHIP ASSURANCE ASSOCIATION (EUROPE) LTD.

13. THE WEST OF ENGLAND SHIP OWNERS MUTUAL INSURANCE ASSOCIATION (LUXEMBOURG)
LIST OF RECOGNISED FIXED PREMIUM UNDERWRITERS AND OTHER P&I CLUBS

1. QBE Insurance (International) Limited
2. British Marine Luxembourg S.A.
3. Navigators Insurance Company
5. Tokio Marine Insurance Singapore Ltd.
6. China Shipowners Mutual Assurance Association
7. The Korea Shipowner’s Mutual Protection & Indemnity Association
LIST OF MARINE INSURANCE BROKERS
(BY ALPHABETICAL ORDER)

(1) Aon Singapore Pte Ltd
   50 Raffles Place, #32-00 Singapore Land Tower, S048623
   Mr David Lim
   Associate Director, Marine
   Tel: 62218222; DID: 6239 7565

(2) L.C.H (S) Pte Ltd
   6 Raffles Quay #22-00, S048580
   Mr Loo Tze Kian
   Manager
   Tel: 62213366

(3) Marsh (Singapore) Pte Ltd
   18 Cross Street #04-01, Marsh & McLennan Centre, S048423
   Mr Nick Sansom
   Head of Marine, Asia
   Tel: 6332 0288; DID: 6327 3205

(4) Jardine Lloyd Thompson
   1 Raffles Quay #27-01, One Raffles Quay (North Tower), S048583
   Mr D Rajkumar
   Assistant Director – Marine Claims
   Tel: 6333 6311; DID: 6411 9210
APPLICATION FORM FOR BUNKER CONVENTION CERTIFICATE – PG 1
(only for non-Marinet users)

APPLICATION FOR CERTIFICATE OF INSURANCE OR OTHER SECURITY
IN RESPECT OF CIVIL LIABILITY FOR BUNKER OIL POLLUTION DAMAGE

This form will take approximately 10 minutes to fill in, provided you have the necessary supporting information ready.
You will need to submit:

OWNER’S PARTICULARS

Ship Owner’s Name

Owner’s Address

Tel:

Fax:

APPLICANT’S PARTICULARS (A)

Name

Status

[ ] Owner

[ ] Manager

[ ] Authorised Agent (Authority from the owner)

If Applicant is other than the owner:

Company’s Name

Address

Tel:

Fax:

Signature & Date

Name & Status in the Company (B)

EXPLANATORY NOTES

A) The Applicant may be one of the following:

1) the ship’s owner;
2) the ship’s manager;
3) any other person specifically authorised in writing by the ship’s owner.

In the case of a ship not registered in Singapore, if the applicant is other than the owner, the written authorisation of the owner
must accompany this application. It should be noted by the terms of Article VII of the Convention and the provisions in the Merchant
Shipping (Civil Liability and Compensation for Bunker Oil Pollution) Act, 2008, owners are legally responsible for ensuring that their ships
are properly certified.

B) If the applicant is a company the name and status in the company of the person signing this application form must be stated.

C) For “Type of Ship” to indicate in accordance with classification certificate.

D) Where there is no official number, indicate other distinctive number or letters.

E) Indicate the ship’s tonnage. The ship’s tonnage shall be the gross tonnage calculated in accordance with the tonnage measurement regulations

F) Indicate whether insurance contract, P & I Cover, Bank Guarantee, Compensation Fund certificate, etc. if security is furnished in
several forms, these should be enumerated.

G) The period of validity of the security must be stated in terms of its actual dates of commencement and cessation and must coincide
with the dates given in the insurer’s or guarantor’s etc certificate.

H) Name(s) and address(es) of insurer(s) and/or guarantor(s) etc providing the security must be listed here. If the total amount of
security has been furnished by more than one source, the amount of each of them should be indicated.

Note: The fee for the issue of a certificate is $300.
APPLICATION FORM FOR BUNKER CONVENTION CERTIFICATE – PG 2
(only for non-Marinet users)

<table>
<thead>
<tr>
<th>Name &amp; Type of Ship (C)</th>
<th>Official Number (D)</th>
<th>Flag of Registry</th>
<th>Convention Name (E)</th>
<th>Security Type (F)</th>
<th>Period of Validity (G)</th>
<th>Name(s) and address(es) of Insurer(s) and/or Guarantor(s) (H)</th>
</tr>
</thead>
<tbody>
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</table>

Certificate Number: __________________________  Print: __________________________  M/C No.: __________________________  Date: __________________________  Date: __________________________
REVISED REPORTING PROCEDURES FOR NOTIFICATION AND CONFIRMATION OF A VESSEL'S ARRIVAL IN SINGAPORE

INTRODUCTION

1 Pursuant to Sections 10 and 44 of the Maritime and Port Authority of Singapore Act (Cap.170A) and Regulation 3 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby directs that with immediate effect, all vessels to which this circular applies shall comply with the reporting procedures specified as follows:

Part A - REPORTING PROCEDURES FOR NOTIFICATION OF VESSEL’S ARRIVAL AT SINGAPORE

Part B - REPORTING PROCEDURES FOR A VESSEL’S CONFIRMATION OF ARRIVAL

2 For the purposes of this Circular, the following terms are used:

(a) NOTIFICATION OF ARRIVAL - this is the advance notice given by a vessel to the Port Master informing of the vessel's intention to enter Singapore

(b) CONFIRMATION OF ARRIVAL - this is the VHF radiotelephone report given through Vessel Traffic Information Service (VTIS) to the Port Master when the vessel is within VTIS operational area.

(c) PASSENGER VESSEL - a passenger vessel is defined as any vessel carrying more than 12 passengers.

(d) HEIGHT - refers to the height declared by the vessel, measured vertically from the water-line to the highest point of the vessel including its cargo, structure or equipment on board. If there are extendible structures and the extended height exceeds the height of its cargo or fixed structures or equipment on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be
verifiable with the appropriate plans or documents carried on board the vessel.

3 All reports made to the designated communications centre shall be in English. Timings shall be reported in local time following the 24-hour clock system.

4 All positions in Lat. and Long. given in this circular are based on WGS 84 datum.

5 With effect from 21 Nov 08, all ships will need to indicate in the NOA, if the ship possesses a valid CLC 92 or a valid BCC issued by a Convention Party.

PART A - REPORTING PROCEDURES FOR NOTIFICATION OF A VESSEL’S ARRIVAL AT SINGAPORE

Application

6 The owner, agent, master or person-in-charge of any passenger vessel or a vessel of 300 GT or more shall notify the Port Master at least 12 hours prior to the arrival of the vessel. A vessel coming from a nearby port, with less than 12 hours steaming time to Singapore, shall immediately on departure from such port notify the Port Master.

Notification of Arrival

7 The Notification of Arrival report shall be addressed to the Port Master and provides the information in the reporting format as shown in Appendix A. It shall be transmitted by any of the following means:

   (a) E-mail : noa@mpa.gov.sg
   (b) Telefax : (65) 6224 5776
   (c) Telex : RS 34970 (Answer Back PORTPM 34970)
   (d) MARINET : an Electronic Data Interchange system for electronic transaction between shipping community and MPA

8 Owners, agents, masters or person-in-charge of vessels carrying hazardous and noxious substances in bulk are reminded of the requirement to provide 24 hours advance notification on the details of such cargoes they are carrying as stated in Port Marine Circular No. 15 of 1998.

PART B - REPORTING PROCEDURES FOR A VESSEL'S CONFIRMATION OF ARRIVAL

Application

9 The master of every vessel of 300 GT or more or tug engaged in towing or pushing if the combined GT of the tug and tow or vessel(s) being pushed is 300 GT or more or any passenger vessel intending to call at Singapore shall report by VHF radiotelephone the Confirmation of Arrival to VTIS together with information on the vessel's particulars.
Confirmation of Arrival

10 The Confirmation of Arrival report shall be made when the vessel is at any of the following points as shown in the attached Chartlet:

(a) Reporting to VTIS East on VHF CH 10 - (Sector 9 of STRAITREP)

(i) Approaching from the East (South China Sea) when Horsburgh Lighthouse (01° 19.814'N 104° 24.337'E) is abeam.

(ii) Approaching from the South via Selat Riau when Karang Galang Lt (01° 09.577'N 104° 11.365'E) is abeam.

(iii) Approaching from the East Johor Strait when Eastern Buoy (01° 17.865'N 104° 05.894'E) is abeam.

(b) Reporting to VTIS Central on VHF CH 14 - (Sector 8 of STRAITREP)

Vessels intending to join the traffic lane of the Traffic Separation Scheme (TSS) in the Singapore Strait between Longitudes 103° 44.6'E and 104° 02.1'E shall immediately report to VTIS Central on VHF Ch 14 after departing from the port or anchorages north or south of the TSS.

(c) Reporting to VTIS West on VHF CH 73 - (Sector 7 of STRAITREP)

(i) Approaching from the South via Selat Durian when Pulau Jangkat Beacon (00° 57.895'N 103° 42.619'E) is abeam.

(ii) Approaching from the West (Malacca Strait) when Pulau Ilyu Kechil (01° 11.479'N 103° 21.140'E) is abeam.

11 Vessels approaching from another direction other than that specified above shall on approaching the VTIS operational area call the appropriate VTIS operator (East, West or Central) and provide the vessel's position by bearing and distance from one of the following reference points:

(a) Pu Ilyu Kechil (01° 11.466'N 103° 21.141'E)
(b) Sultan Shoal Lt (01° 14.377'N 103° 38.884'E)
(c) Raffles Lt (01° 09.606'N 103° 44.450'E)
(d) Sakijang Lt Bn (01° 13.305'N 103° 51.275'E)
(e) Bedok Lt (01° 18.544'N 103° 55.965'E)
(f) Tg Setapa Lt (01° 20.574'N 104° 08.135'E)
(g) Horsburgh Lt (01° 19.814'N 104° 24.337'E)

Reporting Format

12 The VHF Confirmation of Arrival report shall contain the following information:
(a) Vessel's name;
(b) Call sign;
(c) Present location (with reference to any one of the designated reporting points, e.g. when Horsburgh Lt is abeam);
(d) Number of passengers and crew (applicable only for passenger vessels calling at Singapore);
(e) Estimated Time of Arrival (ETA) at the first destination in the Port or the name of the pilot boarding ground for a vessel engaging the service of a pilot; and
(f) Height of the vessel (applicable if height differs from that provided in the notification of arrival report)

**ePANS**

13 With reference to Port Marine Notice No. 45 of 2008, the master, owner and agent of the following vessels who submit ePANS instead of the manual PANS need not submit an NOA again, provided that the necessary information for NOA as described in this circular are included in the ePANS;

(a) Passenger ships, including high-speed passenger craft;
(b) Cargo vessels, including high-speed craft, of 500 gross tonnage and upwards; and
(c) Mobile Offshore Drilling Units.

**QUERIES**

14 Any queries concerning this circular may be directed to Vessel Traffic Management Department at Tel. Nos. 6325 2450 or 6325 2453 (Office hours), 6325 2493 or 6325 2494 (After office hours) or Fax No. 6325 2454.

15 This circular supersedes Port Marine Circular No.09 of 2004.
## NOTIFICATION OF ARRIVAL REPORTING FORMAT

<table>
<thead>
<tr>
<th>S/N</th>
<th>ITEM</th>
<th>DATA</th>
<th>EXPLANATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Name of vessel</td>
<td>e.g. GRACE</td>
<td>Name of Vessel</td>
</tr>
<tr>
<td>2</td>
<td>Call Sign</td>
<td>e.g. 9ABC</td>
<td>Call Sign.</td>
</tr>
<tr>
<td>3</td>
<td>MMSI</td>
<td>e.g. 123456789</td>
<td>Maritime Mobile Service Identity code.</td>
</tr>
<tr>
<td>4</td>
<td>IMO Number</td>
<td>e.g. 0007909853</td>
<td>Number issued by Lloyds Register.</td>
</tr>
<tr>
<td>5</td>
<td>Draft</td>
<td>e.g. 10.5 m</td>
<td>Draft of vessel in metres.</td>
</tr>
<tr>
<td>6</td>
<td>Height</td>
<td>e.g. 42 m</td>
<td>Height in metres as defined in para 2 (d) of this circular.</td>
</tr>
<tr>
<td>7</td>
<td>Agent</td>
<td>e.g. ABC Shipping</td>
<td>Name of local agent.</td>
</tr>
<tr>
<td>8</td>
<td>ETA</td>
<td>e.g. 18032004/1800</td>
<td>First 8 numerals [18072003] denotes date, month and year (i.e. DDMMYYYY) of arrival. Last 4 numerals [1800] denotes estimated time of arrival (HHMM) at local time.</td>
</tr>
<tr>
<td>9</td>
<td>Direction From</td>
<td>From: E or W or S</td>
<td>Direction from which the vessel is approaching Singapore e.g. E (East), W (West) or S (South). Note: Only one direction is to be indicated.</td>
</tr>
<tr>
<td>10</td>
<td>Intended Location</td>
<td>e.g. AEBA or PEBGA</td>
<td>Abbreviated location code in port, e.g. AEBA (Anchorage Eastern Bunkering “Alpha”) or PEBGA (Pilot Eastern Boarding Ground “Alpha”)</td>
</tr>
<tr>
<td>11</td>
<td>Last Port</td>
<td>Name of last port</td>
<td>Last port of call e.g. Hong Kong.</td>
</tr>
<tr>
<td>12</td>
<td>Slop / Sludge Indicator</td>
<td>Y or N</td>
<td>Slop or Sludge indicator. Y - Vessel has slop/sludge on board. N - Vessel has no slop/sludge on board. [Please see explanatory notes]</td>
</tr>
<tr>
<td>13</td>
<td>CLC 92 or BCC (Certificate)</td>
<td>Y or N</td>
<td>If you have either a valid CLC 92 Certificate or a Bunker Convention Certificate, please indicate “Yes”</td>
</tr>
<tr>
<td>14</td>
<td>Remarks</td>
<td>(if any)</td>
<td>The following information is to be declared as appropriate:</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>a) conditions affecting the navigation of the vessel such as defective propulsion machinery, steering equipment, thrusters, list and/or awkward taws;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>b) fire hazards on board. These include hazards involving dangerous goods;</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>c) nature of damage in the case of damaged vessels; and</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>d) nature of immediate assistance required on arrival (if any) such as medical or fire-fighting. Note: To indicate NA if not applicable.</td>
</tr>
</tbody>
</table>
EXPLANATORY NOTES

Slop/Sludge Indicator

1. If the vessel is arriving with residues or mixtures containing oil or noxious liquid substance which will be or are likely to be discharged within the port, the following information must be declared in the Notification of Arrival (Under Item 11):

   (a) quantity and content (including water) of such residues or mixtures to be discharged within the port (if any); and
   (b) details of the arrangement made with the approved reception facility in the port for the discharge of such residues or mixtures.

2. In addition, the Master of any ship having residues or mixtures containing oil or noxious liquid substance on board, regardless of whether the same will be discharged within the port, must declare to the Port Master the quantity and content of such residues or mixtures on board the ship.

Example of a Notification of Arrival from a master of a vessel "Grace" arriving from the east

TO: PORT MASTER SINGAPORE
FM: MASTER GRACE

1. VESSEL : GRACE
2. CALL SIGN : 3ABC
3. MMSI : 123456789
4. IMO NO : 0007909853
5. DRAFT : 10.5M
6. HEIGHT : 42M
7. AGENT : ABC SHIPPING
8. ETA : 18032004/1800
9. DIRECTION FROM : E
10. INTENDED LOCATION : AEBA
11. LAST PORT : HONG KONG
12. SLOP/SLUDGE : N
13. CLC 92 or BCC : Y
14. REMARKS : NA

Example of a Notification of Arrival from a master of a vessel "Noble" arriving from the west with slop/sludge on board and defective steering

TO: PORT MASTER SINGAPORE
FM: MASTER NOBLE

1. VESSEL : NOBLE
2. CALL SIGN : 3DEF
3. MMSI : 223456789
4. IMO NO : 0007608743
5. DRAFT : 11.5M
6. HEIGHT : 43M
7. AGENT : DCE SHIPPING
8. ETA : 18032004/1900
9. DIRECTION FROM : W
10. INTENDED LOCATION : PEBGA
11. LAST PORT : KARACHI
12. SLOP/SLUDGE : 50T / 10T SLUDGE
13. CLC 92 or BCC : Y
14. REMARKS : DEFECTIVE STEERING
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 14 of 2008

14 Oct 2008

Shipping Community
Harbour Craft Community

REPORTING OF MARINE INCIDENTS IN PORT

1  Former Port Marine Circular No. 13 of 2002 is cancelled. This is a reproduction of the circular with amendments.

2  In the event of a marine emergency such as collision, grounding, oil pollution, fire or sinking or any other marine incident, the owner, agent or master shall immediately report to the Port Master’s Department on the following modes:

   MARINE SAFETY CONTROL CENTRE
   Telephone numbers:  6325 2488, 6325 2489, 6220 3803
   Facsimile number:  6325 2484
   VHF Channel:   07

   PORT OPERATIONS CONTROL CENTRE
   Telephone numbers:  6325 2493, 6325 2494
   Facsimile number:  6224 5776
   VHF Channel:   05, 12, 16, 18, 21, 22, 68

   Telex:    RS 22896 PORTPM
             RS 32124 PORTPM

3. When reporting to the Port Master’s Department, the following information shall be provided:

   • Vessel Name, Call Sign, Type of vessel;
   • Any casualties;
   • Location of vessel;
   • Nature of marine incident (Collision / Fire / Man-over-board / Grounding / Flooding / Oil Pollution / Any other incidents); and
   • Nature of assistance required, if any.
If there are chemicals or dangerous cargoes onboard

- Name and quantity of chemicals or dangerous cargoes (MSDS or IMO Class & UN Number, if any); and
- Stowage or Mode of storage eg ISO tank, containers.

For any enquiries, please contact Marine Environment Safety Marine Officers at (65) 6325-2488/2489.

SYN KEONG KONG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
To : Shipping Community
    Harbour Craft Community

FUMIGATION

1 Former Port Circular No 54 of 1997 is hereby cancelled. This is a reproduction of the circular with amendments.

2 With immediate effect, owners, agents or masters of vessels or persons intending to carry out fumigation on board vessels at anchorages are no longer required to apply for a written permit from the Port Master. All fumigation, must, however, be approved by the Director-General of Public Health, National Environment Agency as required under the Hydrogen Cyanide (Fumigation) Regulations.

3 Fumigation of vessels is not permitted during hours of darkness. As a general guide to fumigation on board vessels the following precautions should be taken:-

3.1 Prior to commencing any fumigation, the master or person-in-charge of the vessel of the vessel shall ensure that:
   i all unauthorised personnel are kept clear and away from the risk areas;
   ii the vessel is properly moored and the appropriate lights and shapes required under the Collision Regulations exhibited; and
   iii warning notices are posted conspicuously to warn people of the risk areas and at the gangway.

3.2 Prior to commencing any fumigation, the persons undertaking the fumigation shall:-
   i provide the master or person-in-charge of the vessel with details of the fumigation.
   ii ensure that all persons engaged for the fumigation are knowledgeable and conversant with safe practices in respect of fumigation on board vessels.
3.3 During fumigation the owner, agent or master of the vessel and the persons carrying out the fumigation must ensure that:

i the appropriate signals for a vessel undergoing fumigation are displayed, ie the international code flag "V" displayed above the international code flag "E" in a vertical line where it can best be seen. During periods of poor visibility all-round red lights shall be displayed in a horizontal line where it can best be seen and spaced not less than 2 metres apart. These shall be in addition to the lights and shapes said in para 3.1 ii above;

ii a safety boat is deployed to stand-watch in the immediate vicinity to warn any approaching vessel of the fumigation and to prohibit unauthorised persons from boarding the vessel. The safety boat shall be equipped with a radiotelephone that is capable of operating in the international maritime mobile VHF radiocommunication service on channels 7, 12, 21 and 22 so that communication with the relevant MPA Control Station could be promptly established when required; and

iii the fumigation is supervised at all times by the fumigation operator duly licensed by the Director-General of Public Health, National Environment Agency.

4 Vessels moored at a wharf or at a shipyard are not required to apply for a written permit from the Port Master to carry out fumigation. However, owners, agents or masters of such vessels or persons intending to carry out fumigation shall, in addition to obtaining prior written approval from the Director-General of Public Health, National Environment Agency, obtain prior consent/permission from the owner or person-in-charge of such place.

5 Should you require any clarification, please contact Port Health Office, Tel No: 6222 2585 / Fax: 6222 8543.

SYN KEONG KONG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
PORT MARINE CIRCULAR
NO. 16 of 2008

14 Oct 2008

Shipping Community
Harbour Craft Community

PROCEDURES TO CONTROL TANK CLEANING AND DISPOSAL OF SLUDGE AND SLOP

1  Former Port Marine Circular No. 60 of 1998 is cancelled. This is a reproduction of the circular with amendments.

2  The following procedures shall apply to tanker cleaning activities and the disposal of sludge and slop oil from vessels in Singapore waters:

   (a) Tanker cleaning and disposal contractors must be registered with the National Environment Agency (NEA). To qualify for registration, they must undertake to dispose of all tanker sludge and slop oil at approved facilities.

   (b) Only NEA registered tanker cleaning contractors are allowed to carry out tanker cleaning in designated areas within Singapore, except for licensed harbour tankers stated in para 5.

   (c) The NEA registered tanker cleaning contractors require permits to carry out the works, which will be issued by Port Master, MPA. Permit for tanker cleaning will be issued by Port Master, MPA only if the tanker cleaning and disposal contractor can show satisfactory proof that sludge and slop oil will be disposed of at approved reception facilities.

      Port Master, MPA will issue permits only to registered Singapore tanker cleaning and disposal contractors, a list of which can be obtained from the Pollution Control Department, NEA (Telephone No: 6731 9677, Fax No: 6731 9666). The list can also be from the Pollution Control Department, NEA at 40 Scotts Road #13-00, Singapore 228231.

   (d) A ship entering Singapore in clean condition must furnish details to Port Master, MPA in the Notification of Arrival of the cleaning and disposal contractor who had completed the job. It must also show proof to Port Master, MPA that all of the tanker sludge and slop oil are disposed of at approved facilities.
(e) If a ship fails to satisfy (d), the ship will be refused entry for repair at any Singapore yard.

3 Tankers proceeding to a shipyard must be certified gas-free by Port Chemist prior to their entry to the shipyard.

4 Tankers will be permitted to desludge at a shipyard provided the application is supported by a letter of concurrence from the shipyard for the desludging works at the shipyard.

5 For licensed harbour tankers, besides contractors approved by the National Environment Agency, tank cleaning could also be conducted by the tanker’s crew subject to compliance with all the requirements under the Workplace Health and Safety Act of the Ministry of Manpower and the International Safety Guide for Oil Tankers & Terminals (ISGOTT), and to obtain permission on the proper disposal of the sludge/slop.

6 On the works to be carried out on board a ship in Singapore we wish to draw your attention to the Workplace Health and Safety Act 2006 which came into effect on 01 March 2006. You are hereby advised to acquaint yourselves fully with the provisions of the Workplace Health and Safety Act 2006.

7 For any enquiries, please contact Marine Environment Safety Marine Officers at (65) 6325-2488/2489.

SYN KEONG KONG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
NOTIFICATION FOR TANKER CLEANING ACTIVITIES AND DISPOSAL OF SLUDGE AND SLOP

1. Former Port Marine Circular No 93 of 1997 is cancelled. This is a reproduction of the circular with amendments.

2. The owner, agent, or master of a tanker arriving in clean condition or which has conducted deslopping/desludging activities since the ship’s departure from the last port of call, shall furnish the information in the format as per attached appendix, if intending to proceed to a shipyard.

3. The said notification form shall be submitted to the Ministry of the Environment and copied to Marine Environment and Safety Department by email to “pms@mpa.gov.sg” at least THREE working days in advance for processing.

4. The requirements and procedures of tanker cleaning activities and the disposal of sludge and slop within Singapore waters are stipulated in Port Marine Circular No. 16 of 2008 dated 14 Oct 2008.

5. Owners, agents and masters of such ships should furnish the required information mentioned in the appendix accurately and promptly to avoid any unnecessary delays.

6. For any enquiries, please contact Marine Environment Safety Marine Officers at (65) 6325-2488/ 2489.

SYN KEONG KONG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MONITORING OF DESLOPPING AND DESLUDGING ACTIVITIES

To be submitted by owner, agent, or Master at least two working days in advance.

(Application to tankers arriving in clean condition and/or tankers that have conducted deslopping/desludging activities since the ship's departure from the last port of call, if intending to proceed to a Singapore shipyard)

Part I  GENERAL PARTICULARS

<table>
<thead>
<tr>
<th>VESSEL’S NAME:</th>
<th>GT:</th>
</tr>
</thead>
<tbody>
<tr>
<td>CALL SIGN:</td>
<td>ETA:</td>
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Part II RECORD OF LAST DESLOPPING OPERATIONS

<table>
<thead>
<tr>
<th>DATE:</th>
<th>LOCATION:</th>
<th>LAT AND LONG:</th>
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<tbody>
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<table>
<thead>
<tr>
<th>QUANTITY OF SLOPS DISCHARGED:</th>
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<td></td>
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<table>
<thead>
<tr>
<th>NAME AND ADDRESS OF CLEANING CONTRACTORS/COMPANY:</th>
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</tbody>
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<table>
<thead>
<tr>
<th>NAME AND ADDRESS OF RECEPIENTS:</th>
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</table>

<table>
<thead>
<tr>
<th>METHOD OF DISPOSAL AND DETAILS OF RECEPTION FACILITY:</th>
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</table>

Part III RECORD OF LAST DESLUDGING OPERATIONS

<table>
<thead>
<tr>
<th>DATE:</th>
<th>LOCATION:</th>
<th>LAT AND LONG:</th>
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<table>
<thead>
<tr>
<th>QUANTITY OF SLUDGE DISCHARGED:</th>
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</table>

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<thead>
<tr>
<th>NAME AND ADDRESS OF DESLUDGING CONTRACTOR/COMPANY:</th>
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</table>

<table>
<thead>
<tr>
<th>NAME AND ADDRESS OF RECEPIENTS:</th>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>TYPE OF CONTAINMENT OF SLUDGE:</th>
<th>*PVC BAG/DRUMS/OTHERS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

I hereby declare that the above information given is complete and true.

Name of Person Signing: ______________________________  NRIC/PASSPORT NO: _________________________

DESIGNATION: ______________________________  SIGNATURE: _____________________

Name and Address of *Owner/Agent/Master Company’s/Firm’s Stamp

cc: The Port Master
Marine Environment and Safety Department
Maritime and Port Authority of Singapore
Fax: +65 6325 2484  * Delete as appropriate
A pro-business environment promotes and facilitates industry growth. In line with MPA’s objectives, we continually review our processes and are pleased to announce a new initiative in the area of our licensing requirements.

2. Currently, Singapore registered ships (SRS) that are also licensed as harbour craft to operate within Singapore port waters are required to produce all ship’s statutory certificates for inspection prior to the issuance of harbour craft licence. With effect from 1 Nov 08, all SRS will no longer be required to produce the craft’s statutory certificates to OSDC when applying for or renewing the harbour craft licence. Craft owners will be required to submit the insurance policy and only the applicable statutory safety certificate such as the Safety Equipment Certificate or the Port Limit Passenger Ship Certificate, to OSDC before a craft licence is issued.

3. SRS registered harbour craft owners will no longer need to visit OSDC to renew their licences. Letters will be sent 45 days before the expiry of the licence advising craft owners on the documents to submit through electronic facilities or by post. The one-year licence will be issued and sent by post to owners upon payment of harbour craft dues. (More details will be listed in your renewal notice).
4 For further clarification, please contact Ms Puva at 6325 2589 or Mrs Chris Wong at 6325 2487

CHIANG JOO JO
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 63252480
FAX: 63252804
FIRE SAFETY INSPECTIONS ON HARBOUR CRAFT

1. Fires can cause major disasters and loss of lives onboard ships. The best prevention is to adopt best fire safety practices to eliminate fire hazards. Therefore, responsible shipmaster and crew should identify the fire hazards; ensure that the fire-fighting equipment and system are in operational conditions; and conduct regular fire drills onboard ships.

2. To enhance the port and ship fire safety, MPA’s Emergency Response Preparedness (ERP) team will be conducting regular fire safety inspections and checks onboard harbour craft with effect from 14 Jan 2008. The MPA’s ERP team conducting the checks will discuss and explain the purposes of these checks to the shipmaster. The checks will include the following:
   
   a) Identification of fire hazards in all parts of the ship;
   b) Deck fire-fighting arrangement;
   c) Fire detection and extinguishing system;
   d) Measures for control of ventilation and spread of heat and smoke;
   e) Posting of muster list and all crew members to fully understand their responsibilities;
   f) Readiness of fire-fighting appliances and equipment for immediate use;
   g) Record of equipment checks and maintenance;
   h) Conduct of drills and exercises for different emergency situations;
   i) Access / Exit markings; and
   j) Any other special features.

3. The fire safety inspections and checks will be conducted with the master of the harbour craft or a senior officer appointed by the master. The inspection team will defer the inspections if it interferes with any operation that the harbour craft is conducting or undergoing. The Port Master, MPA, requests all shipmasters and crew to extend their full support and co-operation to the MPA’s ERP team conducting the checks.

4. Any clarification relating to this circular may be directed to Mr Rahman B Kamin at Tel: 6774-5086.
To: The Shipping Community
    The Harbour Craft Community

REVISION TO THE LIMITS OF WESTERN ANCHORAGE, WESTERN PETROLEUM ‘A’ ANCHORAGE, WESTERN PETROLEUM ‘B’ ANCHORAGE, WEST KEPPEL FAIRWAY AND JONG FAIRWAY

1 This circular supersedes Port Marine Circular No 5 of 2004 dated 11 Feb 2004 and No 19 of 2005 dated 26 Jul 2005.

2 In exercise of his powers conferred under Section 43 of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170 A), the Port Master hereby declares the following areas set out below as anchorages and fairways and directs that they be used for the purposes indicated below. This circular is to take effect, and be complied with, from **0800 hours (Local Time), 1 December 2007** onwards.

3 The limits of the following anchorages and fairways will be revised:

   (1) Western Petroleum ‘A’ Anchorage
   (2) Western Petroleum ‘B’ Anchorage
   (3) Western Anchorage
   (4) West Keppel Fairway
   (5) Jong Fairway

4 Pasir Panjang Holding Anchorage will be discontinued and a new anchorage, Western Holding Anchorage, will be created as shown in Appendix 1

5 The revised limits of the anchorages are as set out below, and as illustrated in the chartlet attached as **Appendix 1**.
ANCHORAGES

(a) **Western Petroleum A Anchorage (Abbreviated Code: AWPA)** is bounded by a line joining the following geographical positions:

(17) 01°14.545'N  103°47.323'E  
(18) 01°15.020'N  103°47.806'E  
(19) 01°14.223'N  103°48.383'E  
(20) 01°13.951'N  103°47.752'E

Purpose: For vessels of 10,000 GT or less loaded with petroleum and non-gas free vessels.

(b) **Western Petroleum B Anchorage (Abbreviated Code: AWPB)** is bounded by a line joining the following geographical positions:

(26) 01°13.823'N  103°47.456'E  
(27) 01°14.223'N  103°48.383'E  
(28) 01°13.329'N  103° 49.028'E  
(29) 01° 12.979'N  103°48.248'E

Purpose: For vessels of more than 10,000 GT loaded with petroleum and non-gas free vessels and oil tankers requiring immigration clearance.

*Large tankers exceeding 50,000 GT are advised to proceed to Eastern Petroleum "A" Anchorage (AEPA)*

(c) **Western Anchorage (Abbreviated Code: AWW)** is bounded by a line joining the following geographical positions:

(21) 01°15.020'N  103°47.806'E  
(22) 01°15.379'N  103°48.172'E  
(23) 01°14.564'N  103° 49.098'E  
(24) 01°13.579'N  103° 49.594'E  
(25) 01°13.329'N  103° 49.028'E

Purpose: For vessels other than non-gas free petroleum carriers, LPG, LNG and Chemical carriers for general purposes such as receiving stores, water, bunkers, awaiting berth in the western sector of the port.

(d) **Western Holding Anchorage (Abbreviated Code: AWH)** is bounded by a line joining the following geographical positions:

(12) 01°14.345'N  103° 47.118'E
(13) 01°14.545'N 103°47.323'E
(14) 01°13.951'N 103°47.752'E
(15) 01°13.823'N 103°47.456'E
(16) 01°14.016'N 103°47.275'E

Purpose: For vessels as directed by the Port Master

5 The revised limits of the fairways are as set out below and as illustrated in the chartlet attached as Appendix 1.

FAIRWAYS

(a) WEST KEPPEL FAIRWAY

(1) 01°15.391'N 103°45.677'E
(2) 01°15.938'N 103°46.501'E
(3) 01°16.449'N 103°46.803'E
(4) 01°16.230'N 103°47.113'E
(5) 01°16.169'N 103°47.071'E
(6) 01°15.977'N 103°47.446'E
(7) 01°16.147'N 103°47.656'E
(8) 01°15.740'N 103°48.310'E
(9) 01°15.594'N 103°48.394'E
(10) 01°14.345'N 103°47.118'E
(11) 01°14.521'N 103°45.809'E

(b) JONG FAIRWAY

(33) 01°14.521'N 103°45.809'E
(34) 01°14.345'N 103°47.118'E
(35) 01°14.016'N 103°47.275'E
(36) 01°12.419'N 103°48.773'E
(37) 01°12.093'N 103°49.179'E
(38) 01°11.839'N 103°48.358'E
(39) 01°12.152'N 103°48.200'E

6 New edition charts jointly produced by the United Kingdom Hydrographic Office and MPA's Hydrographic Department incorporating the above changes may be purchased from Motion Smith.

CHARLES DE SOUZA
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
DID: 6325-2420
FAX: 6325-2807
SAFETY OF NAVIGATION IN THE SINGAPORE STRAIT

1. The Singapore Strait is a narrow and busy waterway where a large number of vessels transit daily. These vessels include bulk carriers, container vessels, ferries, tankers, very large crude carriers (VLCC), barges under tow and fishing vessels. In the interest of navigational safety, shipmasters of vessels navigating in the Singapore Strait are reminded to observe the International Regulations for Preventing Collisions at Seas (COLREGS) and the “Rules for Vessels Navigating Through The Straits of Malacca and Singapore” adopted by the IMO. A copy of the latter is attached.

2. To enhance navigational safety, the Singapore Vessel Traffic Information System (VTIS) constantly monitors vessel movements in the Singapore Strait and provides traffic information and advice to shipmasters to enable them to appraise the traffic situation. The Singapore VTIS has observed that reducing vessel’s speed is an action not commonly taken and would like to remind shipmasters of the following rules concerning actions on speed of vessels:

   i) **International Regulations for Preventing Collisions at Sea, 1972**

   **Rule 6:** Every vessel shall at all times proceed at a safe speed so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and condition.

   In determining a safe speed the following factors shall be among those taken into account:

   (a) By all vessels:

   (i) the state of visibility;
   (ii) the traffic density including concentrations of fishing vessels or any other vessels;
   (iii) the manoeuvrability of the vessel with special reference to stopping distance and turning ability in the prevailing conditions;
   (iv) at night the presence of background light such as from shore lights or from back scatter of her own lights;
   (v) the state of wind, sea and current, and the proximity of navigational hazards;
   (vi) the draught in relation to the available depth of water.
(b) Additionally, by vessels with operational radar:

(i) the characteristics, efficiency and limitations of the radar equipment;
(ii) any constraints imposed by the radar scale in use;
(iii) the effect on radar detection of the sea state, weather and other sources of interference;
(iv) the possibility that small vessels, ice and other floating objects may not be detected by radar at an adequate range;
(v) the number, location and movement of vessels detected by radar;
(vi) the more exact assessment of the visibility that may be possible when radar is used to determine the range of vessels or other objects in the vicinity.

Rule 8 (e): If necessary to avoid collision or allow more time to assess the situation, a vessel shall slacken her speed or take all way off by stopping or reversing her means of propulsion.

ii) Rules for Vessels navigating through the Straits of Malacca and Singapore

Rule (7): VLCCs\(^1\) and deep draught vessels navigating in the Straits of Malacca and Singapore shall, as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:

(a) At One Fathom Bank traffic separation scheme;
(b) Deep-water routes in the Phillip Channel and in Singapore Strait; and
(c) Westbound lanes between positions 01°12.51’N, 103°52.15’E and 01°11.59’N, 103°50.21’E and between position 01°11.13’N, 103°49.08’E and 01°08.65’N, 103°44.30’E.

Rule 8: All vessels navigating in the roueting system of the Straits of Malacca and Singapore shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution and shall be in a maximum state of manoeuvring readiness.

3 Owners, managers and agents are requested to bring the contents of this circular to the attention of shipmasters and officers.

CHOONG YEW WENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL: 6325-2464
FAX: 6325-2454

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\(^1\) For the purpose of these Rules, a tanker of 150,000 dwt and above shall be deemed to be a very large crude carrier (VLCC)
RULES FOR VESSELS NAVIGATING THROUGH THE STRAITS OF MALACCA AND SINGAPORE

I Definitions

For the purpose of these Rules the following definitions shall apply:

1 A vessel having a draught of 15 metres or more shall be deemed to be a deep draught vessel.

2 A tanker of 150,000 dwt and above shall be deemed to be a very large crude carrier (VLCC).

Note: The above definitions do not prejudice the definition of "vessel constrained by her draught" described in Rule 3 (h) of the International Regulations for Preventing Collisions at Sea, 1972.

II General Provisions

1 Deep draught vessels and VLCCs shall allow for an under keel clearance of at least 3.5 metres at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions, when navigating through the traffic separation schemes.

2 Masters of deep draught vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.

3 All deep draught vessels and VLCCs navigating within the traffic separation schemes are recommended to use the pilotage service of the respective countries when they become available.

4 Vessels shall take into account the precautionary areas where crossing traffic may be encountered and be in a maximum state of manoeuvring readiness in these areas.

III Rules

Rule 1

Eastbound deep draught vessels shall use the designated deep-water routes.

Rule 2

Eastbound deep draught vessels navigating in the deep-water routes in Phillip Channel and Singapore Strait shall as far as practicable, avoid overtaking.

Rule 3

All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible, consistent with safe navigation.
Rule 4

All vessels having defects affecting operational safety shall take appropriate measures to overcome these defects before entering the Straits of Malacca and Singapore.

Rule 5

In the event of an emergency or breakdown of a vessel in the traffic lane, the vessel shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.

Rule 6

(a) Vessels proceeding in the westbound lane of the traffic separation scheme "In the Singapore Strait" when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and, compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross the westbound lane of the scheme in order to approach the single point mooring facility (in approximate position 01°11.42'N, 103°47.40'E, from Phillip Channel).

(b) Vessels proceeding in the traffic separation schemes when approaching any of the precautionary areas shall proceed with caution, taking note of the local warning system, and, in compliance with Rule 18 (d) of the International Regulations for Preventing Collisions at Sea, 1972, avoid impeding the safe passage of a vessel constrained by her draught which is exhibiting the signals required by Rule 28 and which is obliged to cross that precautionary area.

(c) Information relating to the movement of ships constrained by their draught as referred to in paragraphs (a) and (b) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the traffic separation scheme should monitor these radio broadcasts and take account of the information received.

Rule 7

VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore shall, as far as it is safe and practicable, proceed at a speed of not more than 12 knots over the ground in the following areas:

(a) At One Fathom Bank traffic separation scheme;

(b) Deep-water routes in the Phillip Channel and in Singapore Strait; and

(c) Westbound lanes between positions 01°12.51'N, 103°52.15'E and 01°11.59'N, 103°50.21'E and between position 01°11.13'N, 103°49.08'E and 01°08.65'N, 103°44.30'E.
Rule 8

All vessels navigating in the routeing system of the Straits of Malacca and Singapore shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of manoeuvring readiness.

Rule 9

(a) Vessels which are fitted with VHF radio communication are to participate in the ship reporting system adopted by the Organization.

(b) VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore are advised to broadcast, eight hours before entering the traffic separation schemes, navigational information giving name, deadweight tonnage, draught, speed and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse and Horsburgh Lighthouse. Difficult and unwieldy tows are also advised to broadcast similar information.

Rule 10

All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage to or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.

Rule 11

Flag States, owners and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions /recommendations.

IV Warning

Mariners are warned that local traffic could be unaware of the internationally agreed regulations and practices of seafarers and may be encountered in or near the traffic separation schemes, and should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

The above set of rules was adopted by the 69th session of the Maritime Safety Committee, IMO in May 1998 and implemented on 1 Dec 1998.

Source: SN/Circ. 198
Dated: 26 May 1998
Note: The coordinates in WGS 84 datum.
FALLING OBJECTS FROM SHIPS

1. Falling objects pose a risk to personnel working at the jetty and onboard craft and supply vessels providing marine services. Stevedores, in particular those handling lashing gears, must take extra care and be mindful of those working below or over side on supply vessels.

2. To prevent accidents, ship’s duty officer should inform the terminal operator if their ship is expecting bunker vessels or other supply vessels alongside while the cargo operations are in progress and should ensure that the operation complies with the terminal requirements and procedures.

3. As far as possible, personnel working on the shore side and the bunker barge/supply vessels, should keep well clear from the hazardous areas and prevent working or passing under suspended load. Appropriate Personal Protection Equipment should be worn at all times when working on deck and shore side.

4. Any unsafe practice, near miss or accident should be reported to the terminal operator’s office immediately at the appropriate contact numbers given below:

**PSA Corporation Limited**

<table>
<thead>
<tr>
<th>Location</th>
<th>Contact Numbers</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brani Terminal Control Centre</td>
<td>6277 8691 or 6277 8613</td>
</tr>
<tr>
<td>Keppel Terminal Control Centre</td>
<td>6321 1558 or 6321 2592</td>
</tr>
<tr>
<td>Pasir Panjang Terminal Control Centre</td>
<td>6771 7575 or 6771 7576</td>
</tr>
<tr>
<td>Tanjong Pagar Terminal Control Centre</td>
<td>6321 2287 or 6321 2590</td>
</tr>
<tr>
<td>Safety and Health Dept (Office hours only)</td>
<td>6321 2396 or 6321 2733</td>
</tr>
</tbody>
</table>

The person who has witnessed the unsafe practice, near miss or accident should write to the Senior Safety & Health Manager/Senior Terminals Security Manager, Mr. S Gunasagaran or to the Deputy Manager (Safety, Planning and Development), Mr. Pang Jue Saik at the earliest for follow up action:

S Gunasagaran       E-mail: rsguna@psa.com.sg       Fax: 6321 2794
Pang Jue Saik       E-mail: jspang@psa.com.sg        Fax: 6321 2794
The person who has witnessed the unsafe practice, near miss or accident should write to the Senior Operations Executive/Container Terminal Office, Mr. Nizam Bin Abdul Ghafar at the earliest for follow up action:

Nizam Bin Abdul Ghafar  E-mail: nizam@jp.com.sg  Fax: 6262 6056

All written reports should be copied to the Singapore Shipping Association.
E-mail: ssa.admin@ssa.org.sg  Fax: 6222-5527

SANJAY VARMA
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
DID: 6325 2451
FAX: 6325 2807
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO 15 of 2006

22 August 2006

SHIPPING COMMUNITY
HARBOUR CRAFT AND PLEASURE CRAFT COMMUNITY

LIVE FIRING AREA (LFA)

With effect from 1 Sep 2006, in order to facilitate the movement of harbour and pleasure craft in the West Johor Straits within the port limits of Singapore, a 75-metre wide sea lane will be designated, adjacent to the port limits, from the 2nd Link to Sarimbun. (Please refer to the chartlet at Appendix A.) The 75-metre wide sea lane will be adjacent to the SAFTI Live Firing Area. No unauthorised vessels or persons may enter or remain within the Live Firing Area.

2 To ensure safety of navigation the Port Master, pursuant to Section 43 (c) of the Maritime and Port Authority Act (Cap 170), hereby declares that no vessel or craft is to anchor, loiter or conduct any type of fishing activity within this 75-metre wide navigable sea lane adjacent to the Live Firing Area.

3 Any queries or clarifications should be directed to:

(a) On the Live Firing Area (LFA):
    Army Training Resource Management Centre (TRMC) / Training and Doctrine Command (TRADOC), MINDEF at Tel No. 64105305 or 64105302/5301.

(b) On safety of navigation:
    Marine Safety Control Centre (MSCC) at Tel No. 63252488 or 63252489.

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
SAFTI LIVE FIRING AREA
(The 75-metre sea lane will be effective from 1 Sep 2006)

Note:
No vessel or craft is to anchor, locate or conduct any type of fishing activity within this 75-metre channel of navigable waters adjacent to the Live Firing Area.

Prepared by: K&D Hydrographic Dept. MPA 15 Aug 2006 CAS 166636 Scale 1:50000

WGS84 POSITIONS

NY Code AA007008
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 14 of 2006

12 Jun 2006

To: Shipping Community

CONDITIONS FOR REPATRIATION OF STOWAWAYS

This Circular serves to inform the shipping community that with effect from 1 Jul 2006, the Immigration & Checkpoints Authority (ICA) will allow the repatriation of stowaways with certain conditions. The list of conditions for the repatriation of stowaways and Security Bond (Form 104A) are attached.

2 Please call Mr Goh Cheng Hong or Ms Jeenath Mehron, Seamen’s Section, ICA, at telephone number 63916478 should you have any enquiry regarding the repatriation of stowaways.

PANG YOCK FOO
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
CONDITIONS FOR THE REPATRIATION OF STOWAWAYS

1. Only vessels that are ISPS certified can apply for repatriation of stowaways via Singapore;

2. Stowaway must be kept on board the vessel in safe custody and under the master’s responsibility. If necessary, private security officers are to be engaged;

3. The shipping company\(^1\) must satisfy ICA that timely arrangement has been made for the repatriation. These include, but not limited to, the following;
   a. The stowaway must have valid and recognized travel document;
   b. Confirmed air ticket to the intended destination to be provided. In the absence of a direct flight and should there be a need for the stowaway to enter any country during the repatriation, written confirmation of entry from the relevant authorities of these countries\(^2\);
   c. The stowaway will only be allowed to disembark from the vessel to board the flight. The shipping company must pay for any costs incurred in housing the stowaway in the Inadmissible Person (IP) Room prior to the flight; and
   d. Proof of satisfactory transport and security escort arrangement for the stowaway throughout the duration of the transit. Shipping company must also engage authorized security staff to escort the stowaway throughout the repatriation process (i.e. till he reaches the home country).

4. The shipping company is to provide a Security bond for issuance of special pass to repatriate stowaway (Form 104A) to take full responsibility for all costs for the repatriation and maintenance of the stowaway;

5. If the repatriation is unsuccessful, the shipping company is to make arrangements to transfer the stowaway back to its vessel within 14 days to depart Singapore. If this transfer is not effected within 14 days, the Government may call on the security bond, withdraw this facility or take any other action as necessary;

\(^1\) Shipping company refers to both the ship owner and the shipping agent.

\(^2\) Merely transiting in a country does not equate ‘entering’ the country, in the immigration sense. Hence, a person who arrives in Changi Airport in transit for a flight to another country has not entered Singapore.
6. If the stowaway escapes from the custody of the shipping company, the Singapore authorities will call on the security bond (the sum is S$10,000 per stowaway subject to variation depending on the risk level);

7. Singapore will not repatriate the stowaways if the vessel visits Singapore for the sole / main objective of repatriating the stowaway; and

8. The authorities reserve the right not to allow the repatriation of nationals that have been known to create trouble while being repatriated.

The qualified repatriation of stowaway is administered at the discretion of the Singapore Government and subject to ongoing review. If deemed necessary, the Singapore Government will rescind this facility without prior notice.
Date:

To: Commissioner
   Immigration & Checkpoints Authority
   Coastal Command HQ
   10 Brani Way
   Singapore 098631

Dear Sir

SECURITY BOND FOR ISSUANCE OF SPECIAL PASS TO REPATRIATE STOWAWAY(S) FROM M.V. ____________________________

<table>
<thead>
<tr>
<th>S/No.</th>
<th>Name of stowaway(s)</th>
<th>Date of Birth</th>
<th>Nationality</th>
<th>Type &amp; Travel Documents No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

We have inspected the travel documents of the above stowaway(s) and confirm that each of them listed above is in possession of a valid and recognized travel document.

2 In consideration of your granting our request to issue a special pass pursuant to Regulation 15 of the Immigration Regulations to the above stowaway(s) to enter Singapore for the purpose of subsequent repatriation from Singapore, we do hereby undertake -

(a) to keep these stowaways on board our vessel at times and that they shall be under our master’s responsibility pending the repatriation process;

(b) to engage Auxiliary Police Officers to supervise them while they are on board the vessel;

(c) to allow the stowaways to disembark from the vessel only for the purpose of repatriation from Singapore;

(d) to make arrangements for the repatriation of these stowaways within ______ days of the issue of this Security Bond. These arrangements shall include the purchasing of a confirmed air ticket to the intended destination for each of them and obtaining prior written confirmation of permission for entry from the relevant authorities of another country if there is a need for them to enter a third country while being repatriated to the intended final destination;

(e) to provide suitable transport and effective security escort arrangements for the repatriation of the stowaways. We further undertake to engage Auxiliary Police Officers to escort the stowaways throughout the repatriation process;

(f) to comply with any other request made or additional condition imposed by ICA in respect of the repatriation arrangements or on the stowaways;

(g) in the event of an unsuccessful repatriation:-

(i) to house the stowaway(s) in the Inadmissible Persons (IP) Room at Changi Airport and to make expeditious arrangements to return the stowaway(s) to a vessel within 14 days of his return to Singapore;

(ii) to ensure that the stowaway(s) depart from Singapore on board the said vessel expeditiously;

(iii) to bear all costs and expenses incurred arising out of such unsuccessful repatriation and any repatriation exercise;
(h) to prevent the escape of any stowaway at all times while he is on board the vessel pending repatriation, while undergoing repatriation or upon his return to the vessel after a failed repatriation process;

(i) to ensure at all times that all stowaways comply with all the provisions of the Immigration Act and its regulations including any directions endorsed upon the special pass issued to the stowaways and conveyed to us;

(j) to ensure that the stowaway behaves himself at all times while he is in our custody, whether pending repatriation, in the course of repatriation process or after a failed repatriation process;

(k) to ensure that the stowaway does not engage in any form of paid employment or in any business, profession or occupation in Singapore without the written consent of the Controller of Immigration while he is in our custody;

(l) to ensure that the stowaway presents himself to the Controller of Immigration as and when required by the Controller of Immigration;

(m) to ensure that the stowaway shall, as and when directed by the Controller of Immigration promptly leave Singapore by another vessel or otherwise, notwithstanding that M.V. _________________ may still be in port; and

(n) to indemnify you, your servants and agents and to hold all of you harmless in respect of any liability, loss or damage of whatsoever nature which you may sustain by reason of complying with our request.

3 As security for the due observance of the above conditions, we hereby, on behalf of the stowaway, deposit a total sum of $__________ ($10,000 for each stowaway) in form of a banker’s guarantee or in any other form deemed appropriate by ICA, pursuant to Regulation 21 of the Immigration Regulations.

4 We further agree that ICA shall be entitled to forfeit the sum of $10,000 per stowaway for breach of any of the above conditions.

5 This undertaking shall be subject to Singapore law and jurisdiction of the Singapore courts.

6 We understand that the repatriation of stowaway(s) is administered at the discretion of ICA. Notwithstanding this, we understand that non-compliance with any of the above-mentioned undertakings may result in ICA withdrawing the repatriation facility from us, at any time, at the sole discretion of ICA, or take any other actions deemed necessary.

Yours faithfully,

______________________
(Signature)

______________________
(Name & Designation)

______________________
(Shipping Company)

In the presence of:

______________________
(Name and Address of Witness)
To further enhance security beyond the requirements of the ISPS Code and in addition to the Harbour Craft Security Code, MPA has developed a Pleasure Craft Security Code (PCSC). The Code is user-friendly and developed in consultation with the pleasure craft community. A copy of the code is attached as Appendix 1.

This PCSC provides security guidance to the pleasure craft community and focuses on four key areas, namely need for preparedness; vigilance when navigating; maintaining an observant posture and being proactive in reporting to the appropriate authorities.

Each pleasure craft have been issued with the PCSC. If you have not received your PCSC, kindly contact Mr Neo Beng Heang (Tel: 63252475) or LTC(NS) Krishnan (Tel: 63252465).

Updated on dated 27 Jul 06
PLEASURE CRAFT SECURITY CODE

1. BE PREPARED
- Secure or restrict indiscriminate access to the craft
- Check regularly for evidence of tampering (e.g. damaged locks, vandalism, open door)
- Look out for people who place things and leave them unattended
- Report any unattended or suspicious package onboard
- Protect and secure your craft and equipment

2. BE VIGILANT
- Ensure your craft is safe and meets all safety requirements and regulations
- Keep a sharp lookout for small until craft
- Maintain situational awareness for any suspicious activity/craft
- Keep a distance away from ferries/cruise ships or commercial traffic
- Report any suspicious activity/craft

3. BE OBSERVANT
Information required when reporting suspicious craft/person

<table>
<thead>
<tr>
<th>CRAFT'S DETAILS</th>
<th>SUSPECT'S DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Licence number</td>
<td>Race</td>
</tr>
<tr>
<td>Name of craft</td>
<td>Gender</td>
</tr>
<tr>
<td>Length of craft</td>
<td>Weight</td>
</tr>
<tr>
<td>Port of registry</td>
<td>Clothing outdoor</td>
</tr>
<tr>
<td>Colour</td>
<td>Hair do style</td>
</tr>
<tr>
<td>Type of motor</td>
<td>Age</td>
</tr>
<tr>
<td>Number of outboard motors (if any)</td>
<td>Unique characteristics (e.g. scars, tattoos)</td>
</tr>
</tbody>
</table>

4. BE PROACTIVE
Report any suspicious activity/craft or person or seek security advice:

- **Singapore Police Force**: 999
  - Police Coast Guard: 6377-5533 / 6377-8540
- **Maritime and Port Authority of Singapore**
  - Maritime Security Unit: 6221-3127
  - Port Operations Control Centre: 6325-2493 / 6325-2494
  - Marine Safety Control Centre: 6325-2588 / 6325-2489
LANDING POINTS FOR SHIPS’ CREW, PASSENGERS AND OTHER PERSONS EMBARKING ON OR DISEMBARKING FROM VESSELS AT ANCHORAGES OR / AT OFFSHORE TERMINALS

This is a repetition of Port Marine Circular No.6 of 2003 with amendments to the landing points.

2 Pursuant to Section 43 of the Maritime and Port Authority of Singapore Act, Cap. 170A (the “Act”) read with Regulation 42 of the Maritime and Port Authority of Singapore (Port) Regulations (the “Regulations”), the Port Master hereby authorises Marina South Pier (Steps 1 to 10) and West Coast Pier (collectively, the “Piers”) to be used as the only approved landing places for ships’ crew, passengers and other persons embarking on or disembarking from vessels at the anchorages or / at offshore terminals. Please see attached chartlets showing the positions of the respective Piers.

3 All licensed harbour craft conveying (a) ships’ crew and passengers, and (b) other persons to and from vessels at the anchorages or / at offshore terminals, shall accordingly not disembark or embark such persons at landing places other than at the Piers.

4 Ships’ crew and passengers are to show their passports or seaman books when passing through the sea entry checkpoints at the Piers. All other persons embarking on or disembarking from vessels at the anchorages or / at offshore terminals shall also go through the sea entry checkpoints at the Piers and are required to produce their passports with immigration pass or Singapore National Registration Identity Cards or Work Permit Cards. These documents are required for security checks by the police/customs/immigration officers. Anyone who fails to show the necessary identification document will be denied entry through these checkpoint gates.

5 Any person who fails to comply with this notice shall be guilty of an offence under Section 50 of the Act and shall be liable on conviction to a fine not exceeding
$5,000 and, in the case of a continuing offence, to a fine not exceeding $500 for every day or part thereof during which he wilfully continues to disobey such direction. Any person who causes or permits a harbour craft to embark or disembark passengers at an unauthorised place shall also be guilty of an offence under Section 42 of the Regulations 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. In addition to the above, such person may have his harbour craft licence and/or manning licence suspended or cancelled.

6 For clarification and enquiries on matters concerning the Piers, please contact MPA Port Marine Safety Section at Tel: 6325 2488 / 9. As for enquiry on the necessary identification documents to be produced when passing through the checkpoints, you may contact the ICA Seamen’s Section at Tel: 6391 6478/ 6521.

7 Port Marine Circular No. 6 of 2003 is hereby superseded.

JOLYN TAY
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
COLLECTION OF OILY BILGE WATER (OBW) FROM SMALL HARBOUR CRAFT


2. Free service of collection of Oily Bilge Water (OBW) from small harbour craft will be provided at the new Marina South Pier. Following guidelines are for your information and compliance:

   (a) Location of collection

      Marina South Pier – Buoy MS 21

      The OBW will be collected by the craft “FR-8” or “FR-9” at the above buoy.

   (b) Day and time of collection

      Every Wednesday from 0900 hrs to 1200 hrs

   (c) Types of craft

      This collection of OBW service is provided only to the following self-propelled small harbour craft:

      (i) Licensed to carry not more than 12 persons; and

      (ii) Having GT of not more than 50 tons with its LOA 20 metres or less
(d) Quantity and duration of collection

The quantity of OBW to be collected is limited to not more than 50 litres per craft. The duration shall not be more than 10 minutes from the time of pumping out operation.

(e) Mode of operation

The transfer of the OBW shall be carried out by the small craft operators themselves. In this connection, all craft operators must submit a completed Disposal of OBW Form to the crew of OBW collection craft before the disposal.

(f) Responsibility

Small harbour craft operators must ensure that the transfer is only for oily bilge water. It should be carried out orderly, safely and free from pollution. They are reminded that, under the Prevention of Pollution of the Sea Act, it is an offence to cause oil pollution.

This circular shall come in force on 01 Apr 2006 and will remain in force until further notice.

JOLYN TAY
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 6325 2418
FAX: 6325 2807
GUIDELINES FOR PREPARING VESSEL FOR GAS-FREE INSPECTION

Pursuant to Regulation 11 of the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations, 2005, any vessel which has carried Class “A” or Class “B” petroleum as a whole or part of her last cargo has to anchor at a designated petroleum Anchorage, and she is not allowed to proceed to any place within the port (except proceeding to a special anchorage or an oil terminal) or into the shipyards for repairs unless such vessel has been certified free from flammable vapour by an Inspector of Petroleum.

2. To enable the vessel to enter port or shipyard for repair without delay, the Master, when preparing the vessel for certifying free from flammable vapour (gas-free inspection), is required to ensure that the following important requirements are complied with:

(a) Prior to the inspection of a vessel, which has carried Class A or Class B petroleum in bulk, the master is required to certify that all empty cofferdams and all the compartments, pumps and pipelines which contained petroleum have since the last discharge of such petroleum been thoroughly cleansed (to state the method of washing) and that the vessel is to the best of his knowledge and belief free from flammable vapour.

(b) All compartments (including cargo tanks, pump-rooms and cofferdams) and pipelines are opened and must be completely freed from liquid petroleum and petroleum vapour. As far as possible they must also be freed from water, sediment, scale and rust or anything which might retain petroleum or its vapour.

(c) All valves on cargo lines, both in the tanks and on deck should be opened and blank flanges removed.

1 Class “A” petroleum means any petroleum the flash-point of which is less than 23 degrees Celsius and includes liquefied petroleum gas.

Class “B” petroleum means any petroleum the flash-point of which is 23 degrees Celsius or more but less than 60 degrees Celsius.
(d) Consistent with docking requirements, only the minimum possible number of cargo tanks should be retained in ballast. If more than 50% of the cargo tanks are in ballast, the Inspector of Petroleum may require some of the tanks to be emptied for inspection before issuing the gas-free certificate.

(e) All slops on board have been discharged and that the slop tanks are thoroughly cleaned, ventilated and free from flammable vapour.

(f) The bunker tanks must not be contaminated with low flash-point petroleum such as Class “A” or Class “B” petroleum.

3 The following points are often overlooked by the Master of the vessel and the cause of gas-free certification not being issued:

(a) Gas-Freeing of cofferdams (the fact that a cofferdam is normally kept full of water does not mean that it is gas-free).

(b) Washing of pipelines, including crossovers and other possible ‘dead ends’ and complete draining thereof.

(c) Removal of sediment, sludge and scale (especially on stringers and similar places).

(d) Cleaning of heating-coils.

(e) Cleaning of gas-lines (including the traps and sumps).

(f) Emptying of pump-room bilges.

4 The Inspector of Petroleum will inspect the following parts of the vessel with a combustible gas indicator to determine the presence of flammable vapour:

(i) Pipeline openings on deck;

(ii) All empty cargo tanks;

(iii) Cofferdams or void spaces;

(iv) Pump-rooms;

(v) Ballast tanks (if not fully filled with water);

(vi) Slop tanks; and

(vii) Bunker tanks (if the vessel is to enter a shipyard).

5 A Gas-Free Certificate will be issued to the Master of the vessel only if the Inspector of Petroleum is completely satisfied that items (i) to (vi) mentioned in para 4 above are free from flammable vapour. This certificate will only permit the vessel to proceed to other anchorages within the port. If a Gas-Free Certificate for entering a shipyard is required, in addition to being satisfied that items (i) to (vi) are free from flammable vapour, the gas reading of the bunker tanks (item vii) must also be 50% of the lower explosive limit or less. In either case, no hot work is permitted unless the vessel is further certified pursuant to Regulation 40 of the Factories (Shipbuilding and Ship-repairing) Regulations.
6 The Gas-Free Certificate is valid for a period of 7 days from the date of issue. Notwithstanding the 7-day validity period, any change in the conditions or state of the examined parts of the vessel due to activities taken place subsequent to the examination, including but not limited to re-ballasting of tanks, pumping of bunkers, and steaming of pipelines or valves, shall invalidate the Certificate. Should the Certificate expire or any change in the condition occurred, it is necessary for the Inspector of Petroleum to re-inspect the vessel and a new Certificate issued thereupon. It is the responsibility of the Master of the vessel to monitor the expiry date and the condition and should the Certificate expire or any change occur, it is the responsibility of the Master of the vessel to inform the Inspector of Petroleum through the vessel's agent in order that a further inspection be carried out.

7 For further information on Gas-Free Inspection, please contact our officers at telephone no. 63752422 or fax no. 63752429.

CHENG KENF WOON
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel No: (65) 63752422
Fax No: (65) 63752429
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO 4 OF 2006

20 February 2006

Shipping Community

ONLINE SUBMISSION OF CARGO DECLARATIONS FOR CARGO HANDLED AT THE ANCHORAGES, OIL TERMINALS, AND PRIVATE WHARVES

1. MPA will launch the online Shipping and Cargo Statistical System on MARINET on 27 Feb 06 to facilitate the online submission of cargo declarations handled at anchorages, oil terminals, and private wharves. This is in line with our Government’s policy to promote electronic services, and eliminate manual submissions where possible.

2. As with current practices, submissions of cargo declarations through MARINET are to be submitted to MPA not later than 7 days after the vessel’s departure. This information is required pursuant to section 10 and section 44(2)(b) of the Maritime and Port Authority of Singapore Act.

3. The procedures for submissions are as follow:
   (a) Logon to MARINET using your subscriber ID and password;
   (b) Select the option for “Submission of Cargo Declarations” under “e-Declarations” section;
   (c) Select the option “Add”;
   (d) Fill in the GDV number of the vessel to declare;
   (e) Fill in all necessary details required for the declaration; and
   (f) Click on the “submit” to transmit the declaration to MPA.

4. With the introduction of online submission, cargo declarations through facsimile will be discontinued with effect from 1 Sep 06.

5. For enquiries or any clarifications, please contact Ms Chua Khim Hwee at 6375 1612 or Ms Tan Ai Hua at 6375 1641 or MARINET’s helpdesk at 6375 1255.

6. This circular supersedes Port Marine Circular No 6 of 1997.

CHUA KHIM HWEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
DID: 6375 1612
FAX: 6375 1652
1 Dec 2005

Shipping Community
Harbour Craft Community

(A) GUIDANCE TO MASTERS, COMPANIES AND DULY AUTHORISED OFFICERS ON THE REQUIREMENT RELATING TO THE SUBMISSION OF SECURITY-RELATED INFORMATION PRIOR TO THE ENTRY OF A SHIP INTO PORT – MSC/CIRC.1130

(B) REVISION TO THE PRE-ARRIVAL NOTIFICATION OF SECURITY (PANS)

(C) GUIDANCE FOR ESTABLISHING SECURITY MEASURES WHEN VESSELS CALL AT NON-ISPS COMPLIANT PORTS

1 The Maritime Safety Committee, International Maritime Organisation (IMO), at its seventy-ninth session (1 to 10 Dec 04) issued guidance to masters, companies and duly authorised officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port. The MSC/Circ.1130 is attached for your easy reference.

2 Pursuant to Sections 10 and 44 of the Maritime and Port Authority of Singapore Act (Cap.170A), and Regulation 63A of the Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2004, the Port Master hereby directs the master, owner and agent of the following vessels to declare the information requested in the PANS form in this circular:

(a) Passenger ships, including high-speed passenger craft;
(b) Cargo ships, including high-speed craft, of 500 gross tonnage and upwards; and
(c) Mobile Offshore Drilling Units
Revision to the Pre-Arrival Notification of Security (PANS)

3 Arising from suggestion from the shipping community, we have made changes to the format of the PANS form attached as Appendix 1.

4 With effect from 1 Dec 05, the masters of vessels mentioned in Para 2 shall complete the revised PANS form attached as Appendix 1 of this circular, and send it to the PORT SECURITY DEPARTMENT at Fax No. (65) 6221 3036 or email: isps@mpa.gov.sg at least 24 hours before the ship’s arrival in Singapore. The Ship Security Officer and the Company Security Officer may submit the form on behalf of the master. The ship’s Agent based in Singapore may submit the form under the expressed authority of the master.

5 Furthermore, the ship’s local agent under the expressed authority of the master may also wish to submit the PANS form through MPA Marinet.

Guidance for establishing security measures when vessels call at Non-ISPS compliant ports

6 As not all the port facilities in the world are ISPS compliant, we have provided guidance to ISPS compliant ships calling non-ISPS compliant ports. A copy of the guidance is attached in this circular as Appendix 2. To avoid any delays to the ship and cargo operations, it is recommended that ISPS compliant ships implement the security measures, declare it in the PANS form and retain onboard the completed checklist before calling the port of Singapore.

Control measures

7 The shipping community is informed that ships at Singapore’s port will be subjected to control and compliance measures. These may include the assessment of ship security information provided in the PANS prior to the ship entering the port. If there are clear grounds that a ship is not in compliance with the requirements of the ISPS Code, the ship may be subjected to a more detailed inspection, delay or detention, restriction of operations or movements in port, or may even be denied entry.

8 Any queries relating to this circular should be directed to LTC (NS) Krishnan at Tel: 6325 2465 or Capt Pang Yock Foo at Tel: 6325 2369

9 Port Marine Circular No. 11 of 2005 is hereby cancelled.

MARK LIM YEW GUAN
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

1 A vessel coming from nearby port, with less than 24 hours steaming time to Singapore, shall immediately on departure from such port notify the Maritime Security Department of MPA. Updated 24 Sep 2007
GUIDANCE TO MASTERS, COMPANIES AND DULY AUTHORIZED OFFICERS
ON THE REQUIREMENTS RELATING TO THE SUBMISSION OF
SECURITY-RELATED INFORMATION
PRIOR TO THE ENTRY OF A SHIP INTO PORT

1 The Maritime Safety Committee (the Committee), at its seventy-ninth session (1 to 10 December 2004), has developed, based on the requirements of SOLAS regulation XI-2/9.2.1 and taking into account the guidance provided in part B of the ISPS Code and resolution MSC.159(78), a Guidance to masters, Companies and duly authorized officers on the requirements relating to the submission of security-related information prior to the entry of a ship into port (the Guidance) which is set out at annex. The Committee has developed the Guidance in an effort to prevent the proliferation of different demands for security-related information, which are neither conducive to the enhancement of maritime security nor promote the facilitation of maritime traffic.

2 The work of the Committee was based on the work undertaken by the Facilitation Committee, at its thirty-first session (19 to 23 July 2004), where the proliferation of different demands for security-related information was first raised.

3 The attached Guidance cites the salient provisions of SOLAS regulation XI-2/9 and the guidance provided in paragraphs B/4.37 to B/4.40 of the ISPS Code, contains some practical advice and sets out in the appendix thereto a standard data set of security-related information a ship might be expected to submit prior to entry into port if requested to do so.

4 The Committee invites Member Governments to bring the attached Guidance to the attention of masters, Companies and, if appropriate to the attention of port facility security officers. In addition, the Committee urges SOLAS Contracting Governments to bring the attached Guidance to the attention of those officers they have authorized or they may authorize to carry out control and compliance measures pursuant to the provisions of SOLAS regulation XI-2/9.

5 The Committee also invites Member Governments, international organizations and non-governmental organizations with consultative status to bring to the attention of the Committee the results of the experience they have gained from the use of the Guidance and in particular from the use of the standard data set of security-related information.
ANNEX

GUIDANCE TO MASTERS, COMPANIES AND DULY AUTHORIZED OFFICERS ON THE REQUIREMENTS RELATING TO THE SUBMISSION OF SECURITY-RELATED INFORMATION PRIOR TO THE ENTRY OF A SHIP INTO PORT

PURPOSE

1 The purpose of this Guidance is to provide a standard data set of security-related information a ship might expect to provide prior to entry into port. In addition, this Guidance, in an effort to clarify the requirements of SOLAS regulation XI-2/9 on Control and compliance measures and taking into account the guidance provided in part B of the ISPS Code, cites the salient provisions of SOLAS regulation XI-2/9 and of paragraphs B/4.37 to B/4.40 of the ISPS Code.

CONTROL AND COMPLIANCE MEASURES

2 SOLAS regulation XI-2/9 describes the control and compliance measures applicable to ships to which SOLAS chapter XI-2 applies. It is divided into three distinct sections: control of ships already in port; control of ships intending to enter a port of another SOLAS Contracting Government (Contracting Government); and additional provisions applicable to both situations.

3 SOLAS regulation XI-2/9 should always be read in association with the guidance provided in paragraphs B/4.29 to B/4.40 of the ISPS Code and resolution MSC.159(78) on Interim guidance on control and compliance measures to enhance maritime security.

THE REQUIREMENT TO SUBMIT INFORMATION PRIOR TO ENTRY INTO PORT AND THE CONSEQUENCES OF FAILING TO DO SO

4 SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. The master may decline to provide such information on the understanding that failure to do so may result in denial of entry into port.

5 Paragraph B/4.40 of the ISPS Code states that SOLAS regulation XI-2/9.2.5 allows the master of a ship, upon being informed that the coastal or port State will implement control measures under SOLAS regulation XI-2/9.2, to withdraw the intention for the ship to enter port. If the master withdraws that intention, SOLAS regulation XI-2/9 no longer applies, and any other steps that are taken must be based on, and consistent with, international law.

THE STANDARD DATA SET OF SECURITY-RELATED INFORMATION

6 The appendix to this Guidance provides the standard data set of security-related information a ship might be expected to submit prior to entry into port.
7 The development of the standard data set of security-related information should not be construed as preventing any Contracting Government from seeking the submission of information supplementary to that contained in the standard data set, or requiring additional information as a condition for entry into a port located within its territory.

8 In addition, the development of the standard data set of security-related information should not be construed as preventing any Contracting Government or any duly authorized officer from seeking, at any stage during the stay of the ship within port, documentary or other evidence to validate or verify the information submitted or from taking any control measures or steps against the ship pursuant to the provision of SOLAS regulation XI-2/9 during the exercise of any control and compliance measures. In this respect it is noted that SOLAS regulation XI-2/9.2.1 provides that, if requested by the Contracting Government, the ship or the Company shall provide confirmation, acceptable to that Contracting Government, of the information required.

WHO SHOULD SUBMIT THE INFORMATION, TO WHOM, WHEN AND HOW

9 The information described in SOLAS regulation XI-2/9.2.1 should be submitted by the master of the ship. However, the Ship Security Officer and the Company Security Officer may submit the information on behalf of the master. In addition, the Agent of the ship at the port where the ship seeks entry may, under the expressed authority of the master, also submit the information on behalf of the master.

10 Contracting Governments are expected to advise Companies and ships to whom, including the relevant contact details, the security-related information is to be sent.

11 As indicated above, SOLAS regulation XI-2/9.2.2 requires every ship to which SOLAS chapter XI-2 applies intending to enter the port of another Contracting Government to provide the information described in SOLAS regulation XI-2/9.2.1 on the request of the officers duly authorized by that Government. However it is understood that a number of Contracting Governments have established national requirements which require every ship intending to enter their ports to provide such information. In such cases duly authorized officers do not make individual requests to ships for the submission of information. Those Contracting Governments who have established such practices are expected to advise Companies and ships on the standing requirements in place.

12 Contracting Governments should consider establishing either central or regional points of contact, or other means of providing up to date information on the submission of security-related information. The existence of such contact points should be publicized.

13 Unless a Contracting Government has established a different time period prior to the arrival of the ship in port for the submission of the required information the recommended default minimum period for the submission of such information is not to be less than 24 hours prior to the expected entry of the ship into port.

14 The information described in SOLAS regulation XI-2/9.2.1 and the standard data set of the security-related information set in the appendix may be submitted in an electronic format. In such a case it is understood that the submission will not bear the signature of the person submitting the information unless a secure form of electronic signatures is available.
OTHER SECURITY-RELATED INFORMATION WHICH MAY BE REQUIRED

15 SOLAS regulation XI-2/9.2.1.6 allows Contracting Governments to seek the submission of other practical security-related information (but not details of the ship security plan), taking into account the guidance given in part B of the ISPS Code (paragraph B/4.39 of the ISPS Code). SOLAS regulation XI-2/5 is one of the examples of practical security related information cited in paragraph B/4.39 of the ISPS Code.

16 SOLAS regulation XI-2/5 requires the Company to ensure that the master has available on board, at all times, information through which officers duly authorised by a Contracting Government can establish:

.1 who is responsible for appointing the members of the crew or other persons currently employed or engaged on board the ship in any capacity on the business of that ship;

.2 who is responsible for deciding the employment of the ship; and

.3 in cases where the ship is employed under the terms of charter party(ies), who are the parties to such charter party(ies).

17 SOLAS regulation XI-2/5 should always be read in association with the provisions of paragraphs B/6.1 to B/6.8 of the ISPS Code.
APPENDIX

STANDARD DATA SET OF SECURITY-RELATED INFORMATION

1  Particulars of the ship and contact details

1.1 IMO Number\(^1,2\)
1.2 Name of ship\(^1,2\)
1.3 Port of registry\(^1,2\)
1.4 Flag State\(^1,2\)
1.5 Type of ship\(^1\)
1.6 Call Sign
1.7 Inmarsat call numbers\(^3\)
1.8 Gross Tonnage\(^1\)
1.9 Name of Company\(^1,2\)
1.10 Name and 24-hour contact details of the Company Security Officer\(^4\)

2  Port and port facility information

2.1 Port of arrival and port facility where the ship is to berth, if known
2.2 Expected date and time of arrival of the ship in port (paragraph B/4.39.3 of the ISPS Code)
2.3 Primary purpose of call

3  Information required by SOLAS regulation XI-2/9.2.1

3.1 The ship is provided (SOLAS regulation 9.2.1.1) with a valid:
   
   - International Ship Security Certificate □ Yes □ No
   - Interim International Ship Security Certificate □ Yes □ No

3.1.1 The certificate indicated in 3.1 has been issued by <enter name of the Contracting Government\(^1,2\) or the Recognized Security Organization\(^1,2\)> and which expires on <enter date of expiry\(^1\)>.

3.1.2 If the ship is not provided with a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate, explain why?

3.1.2.1 Does the ship have an approved ship security plan on board? □ Yes □ No

3.2 Current security level (SOLAS regulation XI-2/9.2.1.2): □

3.2.1 Location of the ship at the time the report is made (paragraph B/4.39.2 of the ISPS Code)
3.3 List the last ten calls, in chronological order with the most recent call first, at port facilities at which the ship conducted ship/port interface\(^5\) together with the security level at which the ship operated (SOLAS regulation XI-2/9.2.1.3):

<table>
<thead>
<tr>
<th>Date</th>
<th>No.</th>
<th>From(^6)</th>
<th>To(^6)</th>
<th>Port, Country, Port Facility and UNLOCODE(^3)</th>
<th>Security level</th>
</tr>
</thead>
</table>

3.3.1 Did the ship, during the period specified 3.3, take any special or additional security measures, beyond those specified in the approved ship security plan? ☐ Yes ☐ No

3.3.2 If the answer to 3.3.1 is YES, for each of such occasions please indicate the special or additional security measures which were taken by the ship (SOLAS regulation XI-2/9.2.1.4):

<table>
<thead>
<tr>
<th>Date</th>
<th>No.</th>
<th>From(^6)</th>
<th>To(^6)</th>
<th>Port, Country, Port Facility and UNLOCODE(^3)</th>
<th>Special or additional security measures</th>
</tr>
</thead>
</table>

3.4 List the ship-to-ship activities\(^7\), in chronological order with the most recent ship-to-ship activity first, which have been carried out during the period specified in 3.3:

☐ Not applicable

<table>
<thead>
<tr>
<th>Date</th>
<th>No.</th>
<th>From(^6)</th>
<th>To(^6)</th>
<th>Location or Latitude and Longitude</th>
<th>Ship-to-ship activity</th>
</tr>
</thead>
</table>

3.4.1 Have the ship security procedures, specified in the approved ship security plan, been maintained during each of the ship-to-ship activities specified in 3.4 (SOLAS regulation XI-2/9.2.1.5)? ☐ Yes ☐ No

3.4.2 If the answer to 3.4.1 is NO, identify the ship-to-ship activities for which the ship security procedures were not maintained and indicate, for each, the security measures which were applied in lieu:

<table>
<thead>
<tr>
<th>Date</th>
<th>No.</th>
<th>From(^6)</th>
<th>To(^6)</th>
<th>Security measures applied</th>
<th>Ship-to-ship activity</th>
</tr>
</thead>
</table>

3.5 Provide a general description of cargo aboard the ship (SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.38.5 of the ISPS Code):

3.5.1 Is the ship carrying any dangerous substances\(^8\) as cargo? ☐ Yes ☐ No

3.5.2 If the answer to 3.5.1 is YES, provide details or attach a copy of the Dangerous Goods Manifest (IMO FAL Form 7)
3.6 A copy of the ship's Crew List (IMO FAL Form 5) is attached
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.4 of the ISPS Code)

3.7 A copy of the ship's Passenger List (IMO FAL Form 6) is attached
(SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.6 of the ISPS Code)

4 Other security-related information

4.1 Is there any security-related matter you wish to report? □ Yes □ No

4.1.1 If the answer to 4.1 is YES, provide details

5 Agent of the ship at the intended port of arrival

5.1 Name and contact details (telephone number) of the agent of the ship at the intended port of arrival:

6 Identification of the person providing the information

6.1 Name:

6.2 Title or position:

6.3 Signature:

This report is dated at <enter place> on <enter time and date>. 
EXPLANATORY NOTES

1 As appearing on the ship’s International Ship Security Certificate or the ship’s Interim International Ship Security Certificate.

2 If a copy of the ship’s current Continuous Synopsis Record (CSR) is submitted there is no need to complete this entry.

3 If available.

4 Refer to paragraph 27 of the Guidance relating to the implementation of SOLAS chapter XI-2 and of the ISPS Code (MSC/Circ.1132).

5 Ship/port interface means the interactions that occur when a ship is directly and immediately affected by actions involving the movement of persons, goods or the provisions of port services to or from the ship (SOLAS regulation XI-2/1.1.8).

6 Provide the date.

7 Ship-to-ship activity means any activity not related to a port facility that involves the transfer of goods or persons from one ship to another (SOLAS regulation XI-2/1.1.10).

Information would not normally be required to include records of transfers of pilots or of customs, immigration or security officials nor bunkering, lighting, loading of supplies and unloading of waste by ship within port facilities as these would normally fall within the auspices of the Port Facility Security Plan (PFSP) (paragraph B/4.38 of the ISPS Code).

Ascertaining whether these activities fall within the PFSP should form part of the dialogue between the Ship Security Officer and the Port Facility Security Officer. It should be remembered that the physical boundaries of port facilities may not always coincide with the boundaries of the port or harbour authority.

8 Dangerous substances as cargo means the carriage of substances, materials and articles covered by the IMDG Code and falling under the following classes of dangerous goods irrespective of whether these are carried in bulk or packaged form:

- Class 1: Explosives
- Class 2.1: Flammable gas
- Class 2.3: Toxic gases
- Class 3: Flammable liquids
- Class 4.1: Flammable solids, self-reactive substances and desensitized explosives
- Class 5.1: Oxidizing substances
- Class 6.1: Toxic substances
- Class 6.2: Infectious substances
- Class 7: Radioactive material
- Class 8: Corrosive substances

This information may be extracted from the Dangerous Goods Manifest (IMO FAL Form 7) or the whole Dangerous Goods Manifest may be submitted.
Other security-related matters include but are not limited to the carriage of stowaways or any persons rescued at sea. When reporting stowaways please see the Guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases adopted by the Organization with resolution A.871(20). This resolution provides in the Appendix to the Annex a Stowaway details report which should be completed and forwarded to the extent that is practically possible. When reporting persons rescued at sea please see the guidance provided in paragraph B/4.38.3 of the ISPS Code.

Master, Ship Security Officer, Company Security Officer or Agent of the ship at the intended port of arrival.
To: OFFICER-IN-CHARGE
MARITIME SECURITY DEPARTMENT
FAX: (65) 6221 3036 or email: isps@mpa.gov.sg

Pre-arrival Notification of Security (PANS) for:
a) Passenger ships including high-speed passenger craft,
b) Cargo ships, including high-speed craft, of 500 GT and upwards, and
c) Mobile offshore drilling units

This form is to be submitted at least 24 hours prior to the arrival of the vessel

1) Particulars of the ship and contact details
1.1 IMO Number:
1.2 Name of Ship:
1.3 Port of Registry:
1.4 Flag State:
1.5 Type of Ship:
1.6 Call Sign:
1.7 Inmarsat Call Numbers:
1.8 Gross Tonnage:
1.9 Name of Company:
1.10 Name and 24-hour contact details of Company Security Officer: Name: Tel No.:

2) Port and port facility information
2.1 Port of arrival and port facility where the ship is to berth, if known:
2.2 Expected date and time of arrival of the ship in port (paragraph B/4.39.3 of the ISPS Code):
2.3 Primary Purpose of Call: Cargo operation / Taking Bunkers / Taking Supplies / Repair / Changing Crew / Passengers (Embarking / Disembarking / Other (Delete as appropriate) if others, please specify purpose:

3) Information required by SOLAS regulation XI-2/9.2.1
3.1 The ship is provided (SOLAS regulation 9.2.1.1) with a valid:
  International Ship Security Certificate: YES / NO
  Interim International Ship Security Certificate: YES / NO
3.1.1 Certificate indicated in 3.1 has been issued by:
  Name of issuing authority:
  Date of expiry:
3.1.2 If the ship is not provided with a valid International Ship Security Certificate or a valid Interim International Ship Security Certificate, explain why?
3.1.2.1 Does the ship have an approved ship security plan on board? YES / NO
3.2 Current security level (SOLAS regulation XI-2/9.2.1.2):
3.2.1 Location of ship at the time the report is made (paragraph B/4.39.2 of the ISPS Code):
  Latitude: Longitude: or Port:
3.3 List the last 10 calls in chronological order with the most recent call first, at port facilities at which the ship conducted ship/port interface together with the security level at which the ship operated (SOLAS regulation XI-2/9.2.1.3):
3.3.1 Did the ship, during the period specified 3.3, take any special or additional security measures, beyond those specified in the approved ship security plan?

YES / NO

3.3.2 If your answer to 3.3.1 is YES, for each of such occasions please indicate the special or additional security measures which were taken by the ship (SOLAS regulation XI-2/9.2.1.4):

3.4 List the ship-to-ship activities in chronological order with the most recent ship-to-ship activity first, which have been carried out during the period specified in 3.3:

3.4.1 Have the ship security procedures, specified in the approved ship security plan, being maintained during each of the ship-to-ship activities specified in 3.4 (SOLAS regulation XI-2/9.2.1.5)? YES / NO
3.4.2 If the answer to 3.41 is NO, identify the ship-to-ship activities for which the ship security procedures were not maintained and indicate, for each, the security measures which were applied in lieu:

<table>
<thead>
<tr>
<th>No.</th>
<th>Date (Fm/To)</th>
<th>Security measures applied</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Ship-to-ship activity

3.5 Provide a general description of cargo aboard the ship (SOLAS regulation XI-2/9.2.1.6 and paragraph B/4.39.5 of the ISPS Code):

3.5.1 Is the ship carrying any dangerous substances as cargo?  

   YES  /  NO

3.5.2 If the answer to 3.5.1 is YES, has the Dangerous Goods Manifest (IMO FAL Form 7) been forwarded to MPA’s Hazardous Cargo Section?  

   YES  NO  NOT APPLICABLE

   (Pls note that under Section 10 of MPA Act (Cap170A), it is an offence not to submit Dangerous Cargo Manifest to MPA’s Hazardous Cargo Section)

A copy of the Dangerous Cargo Manifest (IMO FAL Form 7) is also attached here.

3.6 Has the Crew List been forwarded to Immigration Checkpoints Authority (ICA)?  

   YES  NO

   (If no, you are reminded to send the Crew List to the ICA at least 24 hours before arrival)

A copy of the Crew List is also attached here.

3.7 Has the Passenger List been forwarded to Immigration Checkpoints Authority (ICA)?  

   YES  NO  NOT APPLICABLE

   (If no, you are reminded to send the Passenger List to the ICA at least 24 hours before arrival)

A copy of the Passenger List is also attached here.

4) Other Security information

4.1 Is there any security-related matter you wish to report?  

   YES  /  NO

4.1.1 If the answer to 4.1 is YES, provide details:

5) Agent of the ship at the intended port of arrival

5.1 Name and 24 hours contact details of Agent in Singapore:

   Tel No.:  

   Fax No.:

6) Identification of the person providing the information

6.1 Name:

6.2 Title of position:

6.3 Signature:

This report is dated at (Place) office:

on (Date and time)
GUIDANCE FOR ESTABLISHING SECURITY MEASURES WHEN VESSELS CALL AT NON-ISPS COMPLIANT PORTS

<table>
<thead>
<tr>
<th>Name Of Ship:</th>
<th>Flag:</th>
<th>Call-Sign:</th>
</tr>
</thead>
</table>

Prior Arrival

1. GENERAL REQUIREMENTS FOR SECURITY OF THE SHIP

<table>
<thead>
<tr>
<th></th>
<th>TICK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1</td>
<td>Ship’s crewmembers to be familiar with their respective security functions, roles, duties and responsibilities through additional drills or exercises, if necessary.</td>
</tr>
<tr>
<td>1.2</td>
<td>Master or Ship Security Officer to provide security information and brief to all crewmembers on possible specific threats of the port.</td>
</tr>
<tr>
<td>1.3</td>
<td>Ship Security Officer to be prepared to do a ‘Declaration of Security’ with the port facility to coordinate protective measures.</td>
</tr>
<tr>
<td>1.4</td>
<td>Access to lifeboats, deck storerooms, lockers, unattended spaces and restricted areas to be secured / locked.</td>
</tr>
<tr>
<td>1.5</td>
<td>Check all ships internal and external lightings and test ship’s alarm to ensure in good and working order.</td>
</tr>
</tbody>
</table>

Whilst in port

2. ACCESS TO THE SHIP

<table>
<thead>
<tr>
<th></th>
<th>TICK</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>Deploy ship watchmen or security guards at gangway to ensure that only authorised persons are permitted entry and to keep track and account for the number of such persons onboard.</td>
</tr>
<tr>
<td>2.2</td>
<td>Accommodation ladders / gangways, doors, side shutters, windows, hatches and ports are secured or continuously attended / monitored to prevent unauthorised entry.</td>
</tr>
<tr>
<td>2.3</td>
<td>Limit the entry to the vessel’s accommodation and engine room to a minimum number of access points.</td>
</tr>
<tr>
<td>2.4</td>
<td>All persons boarding the ship to be checked, registered and issued with identification passes.</td>
</tr>
<tr>
<td>2.5</td>
<td>Personal effects and baggage of all persons boarding the ship to be checked for undesirable items.</td>
</tr>
<tr>
<td>2.6</td>
<td>Procedures in place to return all unaccompanied baggage to the local authorities.</td>
</tr>
<tr>
<td>2.7</td>
<td>Additional personnel assigned to conduct ship patrols to deter unauthorised access.</td>
</tr>
<tr>
<td>2.8</td>
<td>Procedures in place to raise alarm and to react if unauthorised boarding is detected.</td>
</tr>
</tbody>
</table>
3. RESTRICTED AREAS

3.1 Measures in place to prevent unauthorised persons to access the restricted areas such as crew accommodation, navigational bridge, machinery spaces, spaces containing hazardous substances or dangerous goods and areas adjacent to restricted areas.

3.2 Deploy personnel to continuously guard and/or continuously patrol the above restricted areas and areas adjacent to restricted areas, if necessary.

4. HANDLING OF CARGO

4.1 Ship’s personnel to be in attendance and/or supervise the handling of cargo being loaded/discharged to prevent tampering and match the cargo documentation.

4.2 Procedures in place to check cargo and cargo spaces, prior, during and after cargo operations.

4.3 Procedures in place for handling and verifying of dangerous goods and hazardous substances carried on board.

5. SHIP’S STORES

5.1 Procedures in place to inspect ship’s stores delivered to the ship and handling of ship’s stores to prevent acceptance except for items ordered.

6. MONITORING THE SECURITY OF THE SHIP

6.1 Security communication equipment and communication details readily available and tested between ship and port facility.

6.2 Ship’s decks and access points illuminated at night or when necessary while conducting ship/port interface or at anchorage.

6.3 Ensure sufficient lighting for ship’s personnel to be able to detect activities beyond the ship, on both the shore side and seaward side.

Departure Checks
(To check for stowaways and unlisted packages/parcels)

<table>
<thead>
<tr>
<th>Items and Places to be Inspected:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Deck Area</strong></td>
</tr>
<tr>
<td>Muster Room</td>
</tr>
<tr>
<td>Dunnage</td>
</tr>
<tr>
<td>Deck Personal Areas</td>
</tr>
<tr>
<td>Garbage Disposal Area</td>
</tr>
<tr>
<td>Lockers</td>
</tr>
<tr>
<td>Cargo Hatches</td>
</tr>
<tr>
<td>Quarters</td>
</tr>
<tr>
<td>Smoke Stacks</td>
</tr>
<tr>
<td>Radio Bridge</td>
</tr>
<tr>
<td>Storage Area</td>
</tr>
<tr>
<td>Life Boats</td>
</tr>
<tr>
<td>Winch and Mast Houses</td>
</tr>
<tr>
<td>Void Spaces</td>
</tr>
<tr>
<td>-------------</td>
</tr>
</tbody>
</table>

**Engineering Area**
- Engineering Personal Areas
- Tanks (Ballast, Fuel, Water)
- Lockers
- Bilge Areas (Hull)
- Quarters
- Storage Areas
- Shaft Alley
- Smoke Stacks
- Engine Control Room
- Aft Steering Room
- Engine Room
- Emergency Steering Room

**Catering Area**
- Stewards’ Personal Area
- Ship’s Stores
- Lockers
- Slop Chest
- Quarters
- Bond Lockers
- State Rooms
- Storage Rooms
- Galley
  - (Refrigerators, Stoves, etc)
- Laundry Rooms
- Void Spaces

Date of Arrival: ____________________
Date of Departure: ____________________

Security measures put in place, completion of searches and result to be entered in logbook. This checklist is to be kept with other vessel log documentation and to be produced as evidence on demand by the Port Officials or Security Agencies.

_________ Name of Master ___________ Signature

__________________________ (Ship’s Stamp)

Page 3 of 3
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 24 OF 2005

28 Oct 2005

To: Shipping Community
Harbour Craft Community

SHIP-TO-SHIP TRANSFER OF BUNKERS BETWEEN LICENSED PORT LIMIT TANKERS

1 The former Port Marine Circular No 53 of 1997 is hereby cancelled.

2 MPA strives to maintain and keep its port waters pollution-free. The Shipping and Harbour Craft communities are aware and have been supportive of the need for a pollution-free marine environment.

3 Ship-to-Ship (STS) transfers by Port Limit Tankers are only permitted at Tuas Petroleum Holding Anchorage and Eastern Petroleum "B" Anchorage. At any time not more than two Port Limit Tankers are permitted to tie alongside each other. All STS transfers must be approved by the Port Master, MPA.

4 Currently, applications for STS transfers are submitted through MARINET and facsimile to Port Marine Safety Dept for approval. To further expedite approvals, MPA has introduced another value-added service. With immediate effect, STS applications can also be made via handphone Short Message Service (SMS) to 9635 5813. Please register for this m-Service on MARINET. A SMS charge of $0.20 per message will only be applicable with effect from 1 Jan 2006.

5 With the MARINET and SMS services for applications of STS transfers, the facsimile applications will be discontinued with effect from 1 Apr 2006.

6 To help us to keep the port waters clean, please advise your masters to be extremely careful during the transfer operations. Masters, owners or agents are reminded of the requirement under Section 15 of the Prevention of Pollution of the Sea Act to report any oil spill to the Port Master by VHF channel 7 or telephone 6220 3803 or 6325 2488.

7 Please contact Capt Foong Yee Kuan, if you need any further clarification on this Port Marine Circular.

FOONG YEE KUAN
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO. 6325 2472
FAX NO. 6325 2807
This circular brings to the attention of the shipping community on the need to ensure that information transmitted by the vessels’ Automatic Identification System (AIS) is complete and correct. The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA – AISM) found in their monitoring of AIS messages that many vessels are transmitting incomplete or incorrect data. The causes seem to be mostly:

(a) Incorrect setting of static data, such as the MMSI number and the vessels’ dimensions, during the initial installation of the AIS on board;

(b) Omission of updating the voyage related data, such as the destination, estimated time of arrival (ETA) and changes in navigational status, by the crew;

(c) Incorrect input or processing of dynamic data, such as the position, course, speed and heading, from the vessels’ sensors; and

(d) Inconsistent naming of some data, such as the vessels’ name and destination.

Shipmasters and navigating officers are advised to check that their vessels’ AIS are transmitting complete and correct data.

PANG YOCK FOO
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 6325 2369
FAX : 6325 2454
Shipping Community
Harbour Craft Community

CAUTION ON THE USE OF VHF RADIO IN COLLISION AVOIDANCE

1 Many investigations worldwide have revealed that VHF communication is one of the contributing factors in collisions at sea. The Maritime and Port Authority of Singapore has on 16 Jun 2005 issued a Shipping Circular (“SC”) No. 23 of 2005 on “CAUTION ON THE USE OF VHF RADIO IN COLLISION AVOIDANCE”. A copy of this circular is attached.

2 Ship owners, managers and agents are advised to bring the contents of this circular to the attention of their shipmasters and navigational officers.

CHOONG YEW WENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 6325 2464
FAX : 6325 2454
CAUTION ON THE USE OF VHF RADIO IN COLLISION AVOIDANCE

Applicable to: This circular is for the attention of shipowners, shipmanagers, masters and crews of Singapore registered ships.

Many investigations worldwide have revealed that VHF communication is one of the contributing factors in collisions at sea. In many of the so called “VHF assisted” collisions, the “VHF communication” between the bridges had created misunderstanding among the officers which led to close quarter situations and collisions. We are of the view that compliance with the International Regulations for Preventing Collisions at Sea will be more effective to avert a collision rather than the use of VHF communications, based on scanty and unclear information, to avoid a close quarter situation. A recently concluded investigation showed that both the vessels were using VHF communication to agree on a collision avoidance action which led to the collision later.

2 “VHF assisted” collisions, contacts or near misses are not uncommon occurrences at sea. IMO has taken a serious view of this trend and has issued Resolution A. 954(23) on “Proper Use of VHF channels at Sea”.

3 Based on our findings and experience in similar occurrences, we believe that such incidents are avoidable. We wish to reinforce this learning among all the masters and navigators serving on Singapore ships through this circular. We take this opportunity to reiterate the following possible dangers involved in the use of VHF communication as a means to avoid collision. The factors to be considered are as follows:

(a) Uncertainty over the identity of vessels¹, especially during periods of darkness, poor visibility, and in situations when there is more than one vessel;

(b) Uncertainty over the interpretation of messages received due to language difficulties and an imprecise or ambiguously expressed message;

(c) Loss of valuable time in trying to establish contact on VHF radio instead of taking concrete action in accordance with the Collision Regulations; and

(d) The danger of agreeing to a course of action that does not comply with the Collision Regulations resulting in a situation that the action was intended to avoid.

4 Shipowners, managers and agents are advised to bring the contents of this circular to the attention of their shipmasters and all navigating officers.

5 For any query regarding this circular, please contact Capt Sunil Thapliyal at Tel: 63756209 or Shipping@MPA.gov.sg.

LEE SENG KONG
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

¹Not applicable where vessels are fitted with AIS
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 16 of 2005

17 June 2005

Shipping Community
Harbour Craft Community
Owners and Operators of Port Facilities

GUIDANCE ON THE ACCESS OF PUBLIC AUTHORITIES, EMERGENCY RESPONSE SERVICES AND PILOTS ON BOARD SHIPS TO WHICH SOLAS CHAPTER XI-2 AND THE ISPS CODE APPLY – MSC/CIRC. 1156

1. This is to bring to your attention the circular issued by the Maritime Safety Committee, International Maritime Organisation (IMO) at its eightieth session (11 to 20 May 2005) providing guidance on the access of public authorities, emergency response services and pilots on board ships to which SOLAS Chapter XI-2 and the ISPS Code apply. The circular MSC/Circ.1156 is attached for your easy reference.

2. Any queries relating to this circular should be directed to Capt Henry Heng at Tel: 63252477 or Capt Anand U Nathan at Tel: 63252465.

MARK LIM YEW GUAN
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
GUIDANCE ON THE ACCESS OF PUBLIC AUTHORITIES, EMERGENCY RESPONSE SERVICES AND PILOTS ON BOARD SHIPS TO WHICH SOLAS CHAPTER XI-2 AND THE ISPS CODE APPLY

1 The Maritime Safety Committee (the Committee), at its seventy-ninth session (1 to 10 December 2004) agreed that under certain circumstances the strict application of access control measures by a ship might not be conducive to the safety of the ship or of persons on board, or of other ships in the vicinity, and might even be construed as preventing officials from exercising their statutory functions.

2 The Committee, at its eightieth session (11 to 20 May 2005), in an effort to assist those concerned with the matter, approved the Guidance on the access of public authorities, emergency response services and pilots on board ships to which SOLAS chapter XI-2 and the ISPS Code apply (the Guidance) as set out at annex.

3 SOLAS Contracting Governments are invited to bring the Guidance to the attention of all parties concerned with matters addressed therein.

4 SOLAS Contracting Governments, international organizations and non-governmental organizations with consultative status which encounter difficulties with the implementation of the Guidance should bring, at the earliest opportunity, the matter to the attention of the Committee for consideration of the issues involved and decision on the actions to be taken.

5 The present circular should be read in conjunction with MSC/Circ.1112 on Shore leave and access to ships under the ISPS Code to which it relates.

***
ANNEX

GUIDANCE ON THE ACCESS OF PUBLIC AUTHORITIES, EMERGENCY RESPONSE SERVICES AND PILOTS ON BOARD SHIPS TO WHICH SOLAS CHAPTER XI-2 AND THE ISPS CODE APPLY

1 INTRODUCTION

1.1 The purpose of this guidance is to provide recommended practice in relation to the access of public authorities, emergency response services and pilots on board ships to which SOLAS chapter XI-2 and the ISPS Code apply, in order to facilitate the activities and responsibilities of ships, ports facilities and of the authorities of SOLAS Contracting Government.

1.2 During routine and normal ship/port interface and ship-to-ship activities it is usual for a variety of commercial, private and Governmental personnel to require access to a ship. Access control measures incorporated in Ship Security Plans (SSPs) that implement the requirements of the ISPS Code should, during routine ship/port interface and ship-to-ship activities, normally be respected by everyone, including officials seeking access to ships and restricted areas on board them.

1.3 In addition to routine and normal access, under ordinary circumstances, there are a variety of situations where law enforcement or emergency response personnel need to conduct law enforcement functions to address specific security problems or to respond to emergency situations such as fires. In such situations it may not be possible or reasonable for the ship’s security personnel to implement the normal access control provisions required by the SSP. The security and safety of the ship and of the port facilities require that practices be established that expedite access control for public authorities, emergency response services and pilots. The observance of such practices should not be construed as a failure of the ship to implement or to maintain appropriate security measures nor used by officials as an excuse for circumventing a ship's security measures when conducting routine and normal operations requiring access to ships.

1.4 It is noted that paragraph B/9.12 of the ISPS Code states that those unwilling or unable to establish their identity and/or to confirm the purpose of their visit when requested to do so should be denied access to the ship and their attempt to obtain access should be reported, as appropriate, to the Ship Security Officer, the Company Security Officer, the Port Facility Security Officer and to the national or local authorities with security responsibilities.

2 DEFINITIONS

2.1 For the purpose of this guidance:

1. Public authorities means the agencies or officials in a State responsible for the application and enforcement of the laws, regulations, orders and decrees of that State; and

2. Emergency response services means the medical, paramedical and ambulance personnel, fire and rescue personnel, and at sea search and rescue (SAR) units responding to or participating in SAR operations.
2.2 Public authorities include but are not limited to immigration, customs and health officials, police, military and coast guard officers, surveyors and inspectors authorized by that State to exercise - pursuant to the provision of international treaties the State is party to control (port State control) or control and compliance measures (in accordance with SOLAS regulation XI-2/9) or to carry out investigations into alleged violations of the provisions of the national legislation or to carry out marine accident investigations or judicial enquiries. Public authorities also include the security services of the State. In addition, public authorities include surveyors, inspectors, auditors, marine accident investigators and persons investigating alleged violations of the international treaties and the provision of the national legislation of the State the flag of which is entitled to fly, directly employed by the flag State.

2.3 Public authorities and emergency response services and pilots may be uniformed officials or persons in civilian clothing.

*Related reference:* MSC/Circ.1132, paragraphs 18, 19, 20 and 21.

3 **THE POSITION OF SOLAS CHAPTER XI-2 AND OF THE ISPS CODE**

3.1 The Special measures to enhance maritime security contained in SOLAS chapter XI-2 and in the ISPS Code have been developed for the purpose of enhancing the security in the international maritime transport sector and should not be used to unnecessary or unjustified delay or inhibit the access on board of public authorities and emergency response services.

3.2 The ISPS Code, in order to achieve its objectives, embodies a number of functional requirements. These include, but are not limited to preventing unauthorized access to ships, port facilities and their restricted areas (section A/1.3.3 of the ISPS Code).

3.3 The fact that a ship security plan (SSP) has been approved by the Administration or by a recognized security organization acting on its behalf does not create a right for either the ship or for those on board to invoke its provisions, and to claim, in any circumstance and regardless of what is required by the applicable security level, that they have authority to prevent any public authority from boarding the ship when that ship is within the territory of another SOLAS Contracting Government or of another State.

3.4 It should be noted that SOLAS regulation XI-2/8 on Master’s discretion for ship safety and security provides that:

“The master shall not be constrained by the Company, the charterer or any other person from taking or executing any decision which, in the professional judgement of the master, is necessary to maintain the safety and security of the ship. This includes denial of access to persons (except those identified as duly authorized by a Contracting Government) or their effects and refusal to load cargo, including containers or other closed cargo transport units.”

3.5 Delaying unnecessarily the arrival of the pilot on the bridge, especially when the ship is underway, is detrimental to the safety of navigation and may lead to situations where the safety of the ship and of other ships or of people in the vicinity may be jeopardized.
3.6 Inhibiting the access of public authorities on board may be construed as obstructing them from executing their duties or obstructing judicial or other statutory proceedings or the administration of justice, when public authorities are lawfully seeking to board a ship. In such a case, the public authority should inform the master of the ship of the laws, regulations, decrees or orders which gives the public authority the legal right to access the ship in accordance with international or national law. In accordance with the paragraphs 4.4 and 9.1.5 the public authority should present an identity document when seeking to board a ship and the ship may seek to verify its authenticity.

4 IDENTIFICATION

4.1 SOLAS Contracting Governments should issue appropriate identification documents, which should include a photograph of the holder, where appropriate, to Government officials entitled to board ships or enter port facilities when performing their official duties and to establish procedures whereby the authenticity of such documents might be verified. Government officials should present their identification documents when requested to do so at access control points to port facilities and ships and if challenged when on board.

4.2 SOLAS Contracting Governments should ensure that the method of verifying the authenticity of identification documents carried by public authorities and emergency response services is available to ships directly through information provided by the port State or the coastal State.

4.3 The form, format and language of identity documents, of public authorities, and of emergency response services and of pilots are regulated by national or local legislations and there is no international standard to this end. In some cases, such identity documents do not bear the name of the individual but simply an identification number which may be alphanumeric or may not include the name of the individual but simply a photograph of the holder. If the language of the identity documents is not in English, French or Spanish these should have a translation, in one of the three, preferably English, included in the same document of identity.

4.4 Public authorities, emergency response services and pilots whether in uniform or not, should present an identity document when seeking to board a ship. Section A/17.2.13 of the ISPS Code requires the port facility security officer (PFSO) to assist ship security officer (SSOs) in confirming the identity of those seeking to board the ship when requested and the port facility plan (PFSP) should, in accordance with paragraph B/16.8.13 of the ISPS Code, establish for all security levels, the procedures for assisting SSOs in confirming the identity of those seeking to board the ship. When presenting identity documents the person concerned should be ready to provide contact details which allow the validity of the identification document to be verified, in addition to the information provided to the ship, in accordance with the paragraph 4.2 above.

4.5 Emergency response services need to show only the identity document of the person-in-charge of the team responding to the incident, where practicable. The person-in-charge should be able to inform the ship the number of emergency response personnel who are boarding.

4.6 The issue of visitor identification documents by the ship to public authorities, emergency response services and pilots who have provided, when seeking to board the ship, verifiable identity may not be warranted and may exhibit, in lieu of visitor identification documents issued by the ship, their official identification documents. If the aforesaid do not display visitor identification documents issued by the ship, this fact should not be construed as a failure of the
ship to implement or to maintain appropriate security measures. Public authorities, emergency response services and pilots should not be required to surrender their official identification documents when boarding a ship.

Related reference: Section A/17.2.13 and paragraphs B/4.18, B/9.11 and B/16.8.13 of the ISPS Code and paragraph 2.7 of the Interim guidance on control and compliance measures to enhance maritime security (resolution MSC.159(78)).

5 SEARCHES

5.1 Public authorities properly identified and acting in the course of their duties should not be subject to searches by the shipboard personnel when boarding the ship.

5.2 At the discretion of the master or of the SSO, properly identified emergency response personnel who are responding to an emergency, for example a fire onboard, should not be subject to search by shipboard personnel when boarding the ship.

5.3 The engagement of pilots is in various locations compulsory and pilotage is subject in certain countries to local regulations and practices. Pilots boarding at sea and at the dock are subject to access control measures at the discretion of the master or the SSO in accordance with the provisions of SSP. The master or the SSO should communicate with the pilots to ensure that access control measures for pilots boarding at sea are conducted in such a way that the pilot is not precluded from reaching the bridge in time to conduct the master-pilot information exchange and begin providing piloting services necessary for the safety of the ship and for the safety of navigation. If necessary to ensure that the pilot has timely access to the bridge, verifications of employment and other access control measures, such as searches, in accordance with the provisions of the SSP may be waived once the identity of the pilot has been verified to the satisfaction of the master or SSO. Pilot organizations are encouraged to develop pre-authorization and pre-clearance procedures with ships to facilitate the boarding of pilots.


6 ESCORTING

6.1 It is a customary practice to escort the pilot from the deck to the navigation bridge on arrival and from the navigation bridge to the deck during the departure of the pilot.

6.2 It is reasonable to expect that public authorities and emergency response service may not be familiar with the layout of the ship and thus escorting them whilst on board might be the prudent course of action. However, it is recognized that in certain cases, either due to the number of the shipboard personnel or due to the prevailing circumstances at the time, it might not be possible or practicable to escort public authorities through the duration of their stay on board. In such a case, the master and/or the SSO should have a general understanding as to the movements of public authorities and emergency response services on board. The fact that public authorities and emergency response services might conduct their duties unescorted should not be construed as a failure of the ship to implement appropriate security measures, neither a case to prevent public authorities and emergency response services to perform their duties.
6.3 When the arrangements to be made for the escort of public authorities and of emergency response services and of the pilots are provided, they should be such as not to unnecessarily delay, in any way, the performance of their duties.


7 ACCESS TO RESTRICTED AREAS ON BOARD

7.1 In the course of routine, emergency, or law enforcement duties, public authorities and emergency response services may require access to restricted areas identified by the SSP according to the paragraph B/9.1 of the ISPS Code, it is expected, once the reasons for seeking access to a restricted area have been established or if they indicate that such establishment would amount the obstruction of the performance of their duties, that the ship would immediately make arrangements for the access to such areas.

7.2 Although the navigation bridge is likely designated as a restricted area, pilots require access to the bridge to perform their essential safety activities. Pilots should be granted access to the bridge without the need to establish any other reason once the identity of the pilot has been established to the satisfaction of the master and/or SSO.


8 FIREARMS

8.1 The national legislation of each State provides which public authorities and under what circumstances are to carry firearms during the performance of their duties. The master and the SSO should expect that various public authorities will be armed when on board.

8.1.1 These officials should not be asked to surrender their firearms when boarding a ship.

8.2 Paragraph B/16.7 of the ISPS Code recommends that the use of firearms on or near ships and in port facilities may pose particular and significant safety risks, in particular in connection with certain dangerous or hazardous substances and should be considered very carefully. Armed public authority officials should seek, when boarding a ship, to be advised whether the ship is carrying any dangerous goods or hazardous substance and if unfamiliar with the hazards associated with such materials, should seek specific advice on safety precautions to be observed. SOLAS Contracting Governments should ensure that public authorities that are authorized to carry weapons are aware of the specific risks to safety that are present in respect to the carriage of dangerous goods or hazardous substances on board ships and port facilities.

8.3 The presence of any firearms on board belonging to public authorities, whether such arms were declared or not when boarding the ship, should not be construed as a failure of the ship to implement or to maintain appropriate security measures.
9 RECOMMENDED PRACTICE

9.1 The shipboard personnel responsible for controlling the access to the ship should:

.1 unless other arrangements have been previously made by, or through, the agent of the ship, seek from the public authorities, the emergency response services and the pilots when boarding the ship, the presentation of their identification document and from the public authorities and the emergency response services the purpose of their intended visit;

.2 record the details of the identification document presented, if such a recording would not amount to obstruction of the person in question in the performance of his or her duties;

.3 escort, when necessary and without unnecessary delay, the public authorities or emergency response services to their intended destination on board;

.4 advise, if appropriate, without delay, the master and the SSO as to the arrival of the public authorities, the emergency response services or of the pilot; and

.5 verify the authenticity of the identity, or identification document if the ship has serious reasons for doubting the authenticity of the identification document presented, without obstructing any public authority or the emergency response services from the performance of their duties.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 10 of 2005

1 Apr 2005

Shipping Community
Harbour Craft Community

BOARDING OF VESSELS BY SECURITY TEAMS

1 With immediate effect, all vessels entering or leaving the port of Singapore may be boarded by a team of police officers and authorized representatives of the Port Master for the purposes of protecting the port and vessels from security threats. The owner, agent or master of the vessel to be boarded will be given advance notice, subject to operational exigencies. The teams will, as far as practicable, board arriving vessels with pilots at the pilot boarding grounds. For departing vessels, the teams will, as far as practicable, board with pilots at the anchorages or berths.

2 In the interests of maritime and port security and safety of navigation of vessels, the teams will be armed and remain on board the vessels and disembark with the pilots, generally. Whilst on board, members of the team will station themselves at such places as will be communicated to the master for the purposes of ensuring the safe passage of the vessel. Masters are advised not to be alarmed as these persons are trained specialists who will take all necessary precautions for the safety of the vessels and crew. Masters may verify the identities of the team members by contacting the security control centre at Tel: 6773-7457 or VHF Ch 26.

3 Any master of a vessel, who, without lawful excuse, refuses to allow any member of such teams to enter such vessels shall be guilty of an offence under Section 53(2) of the Maritime and Port Authority of Singapore Act, Cap. 170A, and shall be liable on conviction for each offence to a fine not exceeding $1,000. The requirements under this circular shall be in addition to and not in derogation of any and all existing requirements for entry, departure and movement of vessels within the port, whether by law or otherwise.

4 Any enquiries relating to this circular may be directed to Capt Henry Heng at Tel: 6325-2477.

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
SPEED LIMIT IN THE EAST JOHOR STRAIT

1 We have received reports of damages to properties such as fish farms located along the East Johor Strait (EJS) caused by passing vessels proceeding at high speeds. The high waves generated can also cause vessels or craft that are tied alongside berths or buoys to part from their moorings and result in human injury. Hence, all vessels proceeding in the EJS are reminded to navigate at a safe speed at all times in compliance with the International Regulations for Preventing Collisions at Sea, 1972, as amended.

2 We would like to remind masters, owners and agents of vessels transiting the EJS that the Port Master had directed that the speed for all vessels including ferries, harbour and pleasure craft navigating in the EJS within the Singapore Port Limits shall not exceed 12 knots. This directive is made pursuant to Regulations 33(2) and 33 (3) of the MPA (Port) Regulations 1997.

3 Any person who contravenes or fails to comply with the above speed limit 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 thereof during which the offence continues after conviction.
ENTRY INTO FORCE OF REVISED REGULATION 13G AND NEW REGULATION 13H OF MARPOL ANNEX 1 ON 5 APR 2005 - PHASING OUT OF SINGLE HULLED OIL TANKERS

Shipping Circular No. 25 of 2004 drew the attention of Shipowners on the early compliance with these revised/new regulations before 5 Apr 2005. The circular and its two attachments can be viewed at MPA’s website at the following Internet address: http://www.mpa.gov.sg/circulars_and_notices/shipping_circulars/sc04-25.htm

2 The requirements for compliance and MPA’s position are explained in the table attached to the above circular (Attachment B). All ships covered by these revised/new regulations and calling at Singapore with effect from 5 Apr 2005 will be required to show the amended Form B to the Supplement of the IOPP Certificate as evidence of their compliance.

3 The MPA may deny the entry of non-compliant ships to the port and may detain such ships, if they are already in port.

4 Should there be any query, please contact our officers at telephone numbers 6325 2370, 6325 2474 and 6325 2480.
PORT MARINE CIRCULAR
NO. 21 OF 2004
9 Sep 04
Shipping Community
Harbour Craft Community

PROPER USE OF VHF CHANNELS AT SEA

1 The International Maritime Organisation (IMO) has recognized that the proper use of VHF radio communications contributes to safety of life at sea and efficiency of navigation. Any misuse of VHF communication channels may cause serious interference with essential communications and might cause potential dangers to safety at sea.

2 In relation to the above, IMO has on 5 Dec 2003 adopted resolution A.23/Res 954 with an Annex containing guidelines on the use proper use of VHF channels at sea. A copy of this resolution and its Annex are attached.

3 In pursuant to Regulation 27 of the Maritime and Port Authority of Singapore (Port) Regulations (1997), the Port Master hereby directs that with immediate effect, Masters and watch-keeping officers of vessels in Singapore port waters are to observe the guidelines stated in IMO resolution A.23/Res 954 on the Proper Use of VHF Channels at Sea. They are to take note of paragraph 1.7 of the guidelines on “communications with coast stations” and on receiving instructions from VTIS to stop transmitting, no further communication should be made until otherwise notified. Ships navigating in the Singapore Strait are also advised to observe these IMO guidelines.

CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Tel: 63252455
Fax: 63252454
Resolution A.954(23)

Adopted on 5 December 2003
(Agenda item 17)

PROPER USE OF VHF CHANNELS AT SEA

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety,

RECOGNIZING that proper use of VHF radiocommunication channels contributes to safety of life at sea and efficiency of navigation,

RECOGNIZING ALSO that misuse of VHF radiocommunication channels may cause serious interference with essential communications and might cause potential dangers to safety at sea,

CONSIDERING that the risk of misuse of VHF radiocommunication channels is more likely when VHF equipment is operated by persons not trained in its proper use,

RECALLING that the Radio Regulations* require that the service of every ship radio-telephone station should be controlled by an operator holding a certificate issued or recognized by the Government concerned,

RECALLING ALSO that, for the certification of masters, chief mates and officers in charge of a navigational watch, the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended in 1995, requires knowledge of procedures used in radiotelephone communications and the ability to use radiotelephones, in particular with respect to distress, urgency, safety and navigational messages,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its seventy-fifth session,

* Radio Regulations means the Radio Regulations annexed to, or regarded as being annexed to, the most recent International Telecommunications Convention which is in force at any time.
1. ADOPTS the Guidelines on the use of VHF at sea as set out in the annex to the present resolution;

2. INVITES Governments to ensure that all persons on board controlling the operation of VHF equipment have knowledge of the procedures used in radiotelephone communications and the ability to use radiotelephones, in particular with respect to distress, urgency, safety and navigational messages;

3. INVITES ALSO Governments to bring the annexed Guidelines to the attention of all concerned;

4. INVITES FURTHER Governments to take appropriate action to ensure that VHF channels are used correctly;

5. AUTHORIZES the Maritime Safety Committee to keep these Guidelines under review and amend them as appropriate;

6. REVOKES resolution A.474 (XII).
ANNEX

GUIDELINES ON THE USE OF VHF AT SEA

1 VHF COMMUNICATION TECHNIQUE

1.1 Preparation

Before transmitting, think about the subjects which have to be communicated and, if necessary, prepare written notes to avoid unnecessary interruptions and ensure that no valuable time is wasted on a busy channel.

1.2 Listening

Listen before commencing to transmit to make certain that the channel is not already in use. This will avoid unnecessary and irritating interference.

1.3 Discipline

VHF equipment should be used correctly and in accordance with the Radio Regulations. The following in particular should be avoided:

.1 calling on channel 16 for purposes other than distress, urgency and very brief safety communications when another channel is available;

.2 communications not related to safety and navigation on port operation channels;

.3 non-essential transmissions, e.g. needless and superfluous signals and correspondence;

.4 transmitting without correct identification;

.5 occupation of one particular channel under poor conditions; and

.6 use of offensive language.

1.4 Repetition

Repetition of words and phrases should be avoided unless specifically requested by the receiving station.

1.5 Power reduction

When possible, the lowest transmitter power necessary for satisfactory communication should be used.
1.6 **Automatic identification system (AIS)**

AIS is used for the exchange of data in ship-to-ship communications and also in communication with shore-based facilities. The purpose of AIS is to help identify vessels; assist in target tracking; simplify information exchange (e.g. reduce verbal reporting); and provide additional information to assist situation awareness. AIS may be used together with VHF voice communications. AIS should be operated in accordance with resolution A.917(22), as amended by resolution A.956(23) on Guidelines for the onboard operational use of shipborne automatic identification systems (AISs).

1.7 **Communications with coast stations**

1.7.1 On VHF channels allocated to port operations service, the only messages permitted are restricted to those relating to the operational handling, the movement and the safety of ships and, in emergency, to the safety of persons; as the use of these channels for ship-to-ship communications may cause serious interference to communications related to the movement and safety of shipping in port areas.

1.7.2 Instructions given on communication matters by shore stations should be obeyed.

1.7.3 Communications should be carried out on the channel indicated by the coast station. When a change of channel is requested, this should be acknowledged by the ship.

1.7.4 On receiving instructions from a coast station to stop transmitting, no further communication should be made until otherwise notified (the coast station may be receiving distress or safety messages and any other transmissions could cause interference).

1.8 **Communications with other ships**

1.8.1 VHF channel 13 is designated by the Radio Regulations for bridge-to-bridge communications. The ship called may indicate another working channel on which further transmissions should take place. The calling ship should acknowledge acceptance before changing channels.

1.8.2 The listening procedure outlined in paragraph 1.2 should be followed before communications are commenced on the chosen channel.

1.9 **Distress communications**

1.9.1 Distress calls/messages have absolute priority over all other communications. When receiving them all other transmissions should cease and a listening watch should be kept.

1.9.2 Any distress call/message should be recorded in the ship's log and passed to the master.

1.9.3 On receipt of a distress message, if in the vicinity, immediately acknowledge receipt. If not in the vicinity, allow a short interval of time to elapse before acknowledging receipt of the message in order to permit ships nearer to the distress to do so.
1.10 Calling

1.10.1 In accordance with the Radio Regulations channel 16 may only be used for distress, urgency and very brief safety communications and for calling to establish other communications which should then be conducted on a suitable working channel.

1.10.2 Whenever possible, a working frequency should be used for calling.

If a working frequency is not available, VHF channel 16 may be used for calling, provided it is not occupied by a distress and urgency call/message.

1.10.3 In case of a difficulty in establishing contact with a ship or a coast station, allow adequate time before repeating the call. Do not occupy the channel unnecessarily and try another channel.

1.11 Changing channels

If communications on a channel are unsatisfactory, indicate change of channel and await confirmation.

1.12 Spelling

If spelling becomes necessary (e.g. descriptive names, call signs, words that could be misunderstood) use the spelling table contained in the International Code of Signals, the Radio Regulations and the IMO Standard Marine Communication Phrases (SMCP).

1.13 Addressing

The words "I" and "YOU" should be used prudently. Indicate to whom they refer.

Example:

"Seaship, this is Port Radar, Port Radar, do you have a pilot? Port Radar, this is Seaship, I do have a pilot."

1.14 Watchkeeping

Every ship, while at sea, is required to maintain watches (Regulation on Watches in Chapter IV of SOLAS, 1974, as amended). Continuous watchkeeping is required on VHF DSC channel 70 and also when practicable, a continuous listening watch on VHF channel 16.

2 VHF COMMUNICATION PROCEDURES

2.1 Calling

When calling a coast station or another ship, say the name of that coast station once (twice if considered necessary in heavy radio traffic conditions) followed by the phrase THIS IS and the ship's name twice, indicating the channel in use.
Example:

"Port City, this is Seastar, Seastar, on Channel 14."

2.2 Exchange of messages

2.2.1 When communicating with a ship whose name is unknown but whose position is known, that position may be used. In this case the call is addressed to all ships.

Example:

"Hello all ships, this is Pastoria, Pastoria. Ship approaching number four buoy, I am passing Belinda Bank Light."

2.2.2 Where a message is received and only acknowledgement of receipt is needed, say "received". Where a message is received and acknowledgement of the correct message is required, say "received, understood", and repeat message if considered necessary.

Example:

"Message: Your berth will be clear at 08.30 hours.
Reply: Received, understood. Berth clear at 08.30 hours."

2.2.3 Where appropriate, the following message should be sent:

"Please use/I will use the IMO Standard Marine Communication Phrases".

When language difficulties exist which cannot be resolved by use of the IMO Standard Marine Communication Phrases, the International Code of Signals should be used.

In this case, the word "INTERCO" should precede the groups of the International Code of Signals.

Example:

"Please use/I will use the International Code of Signals".

2.2.4 Where the message contains instructions or advice, the substance should be repeated in the reply.

Example:

"Message: Advise you pass astern of me.
Reply: I will pass astern of you."

2.2.5 If a message is not properly received, ask for it to be repeated by saying "Say again".
2.2.6 If a message is received but not understood, say "Message not understood".

2.2.7 If it is necessary to change to a different channel say "Change to channel ...." and wait for acknowledgement before carrying out the change.

2.2.8 During exchange of messages, a ship should invite a reply by saying "over".

2.2.9 The end of a communication is indicated by the word "out".

3 STANDARD MESSAGES

3.1 Since most ship-to-shore communications are exchanges of information, it is advisable to use standard messages which will reduce transmission time.

3.2 Commonly used standard messages are given in the IMO Standard Marine Communication Phrases (SMCP), which should be used whenever possible.

Reference documents

- 1974 SOLAS Convention, as amended, chapter IV on Radiocommunications.

- Radio Regulations, Appendix 18, Table of Transmitting Frequencies in the VHF Maritime Mobile Band.

- Resolution A.917(22), as amended by resolution A.956(23) on Guidelines for the onboard operational use of shipborne automatic identification systems (AISs).

- Resolution A.918(22) on IMO Standard Marine Communication Phrases (SMCP).
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR

No. 19 OF 2004

7 July 2004

Shipping Community
Owners and Operators of Bulk Liquid Chemical Terminal

SEGREGATION OF INCOMPATIBLE BULK LIQUID CHEMICAL CARGOES

1 Pursuant to Regulation 13 of the First Schedule of the Prevention of Pollution of the Sea (Noxious Liquid Substances in Bulk) Regulations (Rg 2), to minimize accidental pollution by ship carrying bulk liquid chemical cargoes, the Shipping Community is reminded to comply with the requirements of the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code) or Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (BCH Code), where appropriate.

2 Mixing incompatible cargoes could result in the generation of toxic gases, possible explosion and/or rupture of the tanks. Hence, the Shipping Community should make use of the US Coastguard Compatibility Chart as a guide to identify the incompatible cargoes and segregate them in accordance with Chapter 3, Provision 3.1 of the IBC Code. A copy of the chart and its relevant information from CFR Title 46 Part 150 – Compatibility of Cargoes can be obtained from the US Coastguard website at http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=c1b4ccd4039af244fde01e096a950293&rgn=div5&view=text&node=46:5.0.1.2.6&idno=46.

3 Shipowners, shipmasters, owners and operators of bulk liquid chemical terminals should ensure that liquid bulk chemical cargoes are handled and kept in such a manner as to preclude the possibility of a dangerous interaction with incompatible cargoes or materials. Terminal operators should also report to MPA immediately, if they encounter ships calling their terminal that do not segregate the incompatible chemical cargoes in accordance with the IBC Code.

4 For enquiries or any clarification, please contact Mr Tan Teow Guan at Tel No: 63252418.

TAN TEOW GUAN
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Maritime and Port Authority of Singapore

Port Marine Circular
No 18 of 2004

30 Jun 2004

Harbour Craft Community
Shipping Community

(A) Harbour Craft Security Code and Harbour Craft Security Log

(B) Security Advisory for Small Vessels Calling Singapore that are Not Required to Comply with the ISPS Code

(C) Completing the ‘Declaration of Security’

1. The International Ship and Port Facility Security (ISPS) Code is not mandatory for small vessels\(^1\) and harbour craft\(^2\) that solely operates within the port limits. These vessels and craft are also vulnerable to security threats and could be used as a weapon of mass destruction. Hence, the Maritime and Port Authority of Singapore (MPA) has developed security measures to protect the crew and mitigate vulnerabilities to security incidents onboard these vessels and craft.

2. In exercise of the powers conferred under Section 43(c) of the Maritime and Port Authority of Singapore Act (Chapter 170A) (“MPA Act”), the Port Master hereby directs that with effect from 1 Jul 04:

   (a) All harbour craft are to comply with the Harbour Craft Security Code and Harbour Craft Security Log.
   
   (b) All small vessels are to complete and retain onboard the ‘Ship Self-Security Assessment Checklist’ prior entering the port of Singapore.

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\(^1\) Small vessels refer to all vessels calling port of Singapore excluding the following which are covered by the ISPS Code i.e. passenger ships, including high-speed passenger craft; cargo ships, including high-speed craft, of 500 GT and upwards; and mobile off shore drilling units.

\(^2\) Harbour craft refer to all licensed harbour craft that solely operate within the port limits that are not required to comply with the International Ship and Port Facility Security (ISPS) Code.
HARBOUR CRAFT SECURITY CODE AND HARBOUR CRAFT SECURITY LOG

3 All harbour craft operating in the port shall comply with the Harbour Craft Security Code (HCSC) (see Appendix 1). The HCSC is user-friendly and contains practical security measures to ensure the security readiness of the harbour craft when operating in the port waters.

4 The master of the harbour craft is also required to make entries in the Harbour Craft Security Log (see Appendix 2), when conducting a ship to ship or ship to port facility interface. This log is to be kept onboard for a period of at least 3 months from the last date of entry.

SECURITY ADVISORY FOR SMALL VESSELS CALLING SINGAPORE THAT ARE NOT REQUIRED TO COMPLY WITH ISPS CODE

5 Small vessels are required to complete the ‘Ship Self-Security Assessment Checklist’ (see Appendix 3) prior to entry into the port of Singapore. The completed Ship Self-Security Assessment Checklist should be kept onboard for inspection.

6 The use of Ship Self-Security Assessment Checklist is to ensure the security preparedness and readiness of the small vessels, and is also beneficial for the general security of the ship and crewmembers onboard.

DECLARATION OF SECURITY (DOS)

7 A port facility or an ISPS Code compliant ship may require the master of a harbour craft or small vessel to complete a DOS. The DOS is an agreement between the vessel and the port facility to undertake or implement the necessary security measures. Masters of small vessels and harbour craft are advised to acknowledge the DOS.

8 For further enquiries, please contact Capt Henry Heng (Tel: 63252477) or LTC (NS) Krishnan (Tel: 63252465).

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Harbour Craft Security Code
港内船厂保安规则

Kod Keselamatan Kapal Pelabuhan

Access Control Security Measures

- Materials in the secure area when in operation
- Practice must ensure access to craft
- Limit physical access to craft and its sensitive areas
- Screen and check packages, supplies and stores
- Adequate lighting at access points of craft

Security Measures while Navigating in Port Waters

- Keep a sharp look out for small Craft
- Maintain scheduled awareness for any unlisted craft
- Report any possible incident to the appropriate Authorities

Activity Security Measures

- Secure all unattended vehicles and doors
- Close or verlock access doors, cabinets and compartments
- Discourage unauthorised access to sensitive areas
- Keep access to exits prohibited
- Report any unattended or suspicious packages, bags or items found to the relevant Authority

Communications Security Measures and Contact Information

This document may not be reproduced or distributed without the permission of the relevant Authority

Activity Security Measures

- Secure all unattended vehicles and doors
- Close or verlock access doors, cabinets and compartments
- Discourage unauthorised access to sensitive areas
- Keep access to exits prohibited
- Report any unattended or suspicious packages, bags or items found to the relevant Authority

Language:

Language:

English

Indonesian

Appendix 1
**NOTE:** TO BE KEPT ONBOARD FOR VERIFICATIONS BY PORT OFFICIALS

**NOTA:** HARUS DISIMPAN DI ATAS KAPAL BAGI PENGESANAN OLEH KAKITANGAN PELABUHAN

Name Of Ship/ 船只名稱 / Nama kapal: ________  Flag/ 健署 / Bendera: ________

Call-Sign/ 車號呼號 / Tanda panggilan: ________

### 1. ACCESS TO THE SHIP  进出船只

<table>
<thead>
<tr>
<th>Security Level 1</th>
<th>Tahap Kelandasan 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are access ladders identified and monitored?  进出梯是否被身分和监察？</td>
<td></td>
</tr>
<tr>
<td>Adalah tangga lalu darat dan diawasi?</td>
<td></td>
</tr>
<tr>
<td>Are access gangways identified and monitored?  进出通道是否被身分和监察？</td>
<td></td>
</tr>
<tr>
<td>Adalah gangway yang boleh bergerak dan kapal ke pantai (gangway) darat dan diawasi?</td>
<td></td>
</tr>
<tr>
<td>Are access doors, side shutters, windows, hatches and ports identified and monitored?  进出大门是身分和监察？</td>
<td></td>
</tr>
<tr>
<td>Adalah segala pintu, pintu jendela (shutter), jendela (hatch) dan pintu dedak (port) diawasi dan diawasi?</td>
<td></td>
</tr>
<tr>
<td>Are identity documents of all persons seeking to board the ship checked?  所有上船者的身份证明是否被检查和监察？</td>
<td></td>
</tr>
<tr>
<td>Adalah pengecekan dokumen identiti semula jadi yang ingin menaiki kapal diperlukan?</td>
<td></td>
</tr>
<tr>
<td>Are personal effects and baggage of all persons seeking to board the ship checked?  所有上船者的个人物品行李是被检查的？</td>
<td></td>
</tr>
<tr>
<td>Adalah kebenaran barang yang ingin menaiki kapal diperlukan?</td>
<td></td>
</tr>
<tr>
<td>Are restricted areas adjoining areas to which visitors have access secured, by (lock or other means)?  限制区域是否被限制？</td>
<td></td>
</tr>
<tr>
<td>Adalah turunan luasan yang tidak (kunci dan pengunci) atau (pengunci) yang tidak boleh diakses oleh pengunjung?</td>
<td></td>
</tr>
<tr>
<td>Are there procedures for how to raise alarm and to react if unauthorised boarding is detected?  是否有报警反应程序？</td>
<td></td>
</tr>
<tr>
<td>Terdapatkan prosedur tertentu cara untuk melarikan diri kecewa dan untuk bertindak jika sebarang penembusan di atas kapal diperlukan?</td>
<td></td>
</tr>
</tbody>
</table>

### Additionally for Security Level 2  为安全等级2增加

<table>
<thead>
<tr>
<th>Security Level 2</th>
<th>Tahap Kelandasan tambahan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are additional personnel assigned to port/ deck areas during silent hours to deter unwanted access?  是否有额外人员被指派到港口及甲板区域，在无活动时间以防止未经授权的访问？</td>
<td></td>
</tr>
<tr>
<td>Terdapat tambahan kawalan untuk melarikan diri kecewa dan untuk bertindak jika sebarang penembusan di atas kapal diperlukan?</td>
<td></td>
</tr>
<tr>
<td>The number of access points to the ship limited, identifying those to be closed and the means of establishing security?  是否有访问船只的访客点被限制，识别哪些将被关闭和确保安全的方法？</td>
<td></td>
</tr>
</tbody>
</table>
| Terdapat batas akses ke atas kapal yang terbatas, memastikan kebolehan disabilities dan untuk kecewa dan untuk bertindak jika sebarang penembusan di atas kapal diperlukan?
### 2. RESTRICTED AREAS (DAerah KAWASAN-KAWASAN YANG TERBATAS)

<table>
<thead>
<tr>
<th>Security Level</th>
<th>Additional for Security Level 2</th>
<th>Keterangan Tambah 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.20</td>
<td>Yes/Ya</td>
<td>B. Are the access to the ship limited to a single, controlled access point? (Jika akses ke kapal dibatasi hanya melalui titik akses yang diawasi, bagaimana?)</td>
</tr>
<tr>
<td>1.11</td>
<td>No/tidak</td>
<td>B. Invocation of the ship planned for? (Kapan kapal dipakai lagi?)</td>
</tr>
</tbody>
</table>

#### Security Level 1

2.1 Are restricted areas defined, and, where relevant, clearly marked? (Apakah Wilayah yang terbatas sudah di definisikan dan, di mana relevan, dibuat jelas?)

2.2 B. The ship's personnel are to identify the restricted areas. (Hasil kapal dapat mengidentifikasi wilayah yang terbatas?)

2.3 Are gates, or barriers, used to control the entry into restricted areas? (Apakah pintu atau pagar digunakan untuk mengendalikan masuk ke area yang terbatas?)

2.4 Are there measures to prevent unauthorized persons to access the navigational bridge? (Apakah terdapat tindakan yang membatasi akses ke ruang pelayaran untuk orang tak terkenal?)

2.5 Are there measures to prevent unauthorized persons to access the machinery space? (Apakah terdapat tindakan yang membatasi akses ke ruang mesin untuk orang tak terkenal?)

2.6 Are there measures to prevent unauthorized persons to access spaces containing dangerous goods or hazardous substances? (Apakah terdapat tindakan yang membatasi akses ke ruang yang mengandung barang yang berbahaya atau bahan yang merugikan?)

2.7 Are there measures to prevent unauthorized persons to access cargo spaces and spaces containing a store? (Apakah terdapat tindakan yang membatasi akses ke ruang muatan dan ruang yang mengandung barang dagangan?)

2.8 Are there measures to prevent unauthorized persons to access crew accommodation? (Apakah terdapat tindakan yang membatasi akses ke ruang kawasan akomodasi krew?)

### Additional for Security Level 2

3.1 Are additional personnel dedicated to guard and patrol restricted areas? (Apakah terdapat personel khusus ditugaskan untuk menjaga dan patroli wilayah yang terbatas?)

3.2 Are additional restricted areas particularly adjacent to access points identified and monitored? (Apakah wilayah-wilayah yang sangat dekat dengan pintu akses diidentifikasi dan dipantau?)
<table>
<thead>
<tr>
<th>Security Level 1</th>
<th>Kasualitas Tambah</th>
<th>Tambah 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are there procedures in place for checking of cargo, and cargo spaces, prior, during and after cargo operations?</td>
<td>Adakah terdapat keaturan untuk memeriksa kargo atau tempat kargo sebelum, selama dan selepas tadbir kargo?</td>
<td>YES/</td>
</tr>
<tr>
<td>Are there procedures for handling of dangerous goods and hazardous substances?</td>
<td>Adakah terdapat keaturan untuk menangani bahan berbahaya?</td>
<td>YES/</td>
</tr>
<tr>
<td>Are there any checks to ensure that cargo being loaded matches the cargo documentation?</td>
<td>Adakah terdapat any check to ensure that the cargo to be loaded matches the cargo documentation?</td>
<td>YES/</td>
</tr>
<tr>
<td>Are checks intended to be carried out if the intended cargo is discharged or loaded?</td>
<td>Adakah terdapat any check to ensure that the cargo to be discharged is loaded?</td>
<td>YES/</td>
</tr>
<tr>
<td>Are frequency and times of cargo being checked usually to prevent tampering?</td>
<td>Adakah terdapat any check to ensure that the cargo to be loaded is loaded at a specific time?</td>
<td>YES/</td>
</tr>
</tbody>
</table>
### 4. SHIPS STORES

<table>
<thead>
<tr>
<th>Security Level</th>
<th>Barangan-barangan Kapal</th>
<th>YES/NO</th>
<th>YES/NO/TAIDAK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security Level 1</td>
<td>一般保安水平</td>
<td>Tahap Keselamatan 1</td>
<td></td>
</tr>
<tr>
<td>4.3 Are there procedures in place to inspect ship’s stores delivered to the ship?</td>
<td>是/否/其他</td>
<td>Aduhah keboleh ada prosedur untuk memeriksa barangan-barangan kapal yang dibawa ke atas kapal?</td>
<td></td>
</tr>
<tr>
<td>4.4 Are there procedures for handling of ship’s stores to prevent acceptance unless ordered?</td>
<td>是/否/其他</td>
<td>Aduhah keboleh ada prosedur untuk menangani barangan yang dibawa ke atas kapal tanpa perintah?</td>
<td></td>
</tr>
<tr>
<td>4.5 Are there evidences through records that the procedures are followed?</td>
<td>是/否/其他</td>
<td>Aduhah ada catatan dalam rekod bahawa prosedur telah diikuti?</td>
<td></td>
</tr>
<tr>
<td>4.6 Are stores checked if matching the order prior to being loaded onboard?</td>
<td>是/否/其他</td>
<td>Aduhah ada catatan dalam rekod bahawa prosedur telah diikuti?</td>
<td></td>
</tr>
<tr>
<td>4.7 Are inspections secure and thorough of ship’s stores ensured?</td>
<td>是/否/其他</td>
<td>Aduhah proses penjimatan termenyata yang selamat telah dilaksanakan bagi barangan-barangan kapal?</td>
<td></td>
</tr>
</tbody>
</table>

#### Additional Security Level 2: 一般保安水平 2

<table>
<thead>
<tr>
<th>Keselamatan tambahan tahap 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.8 Are checks witnessed prior to receiving stores onboard?</td>
</tr>
</tbody>
</table>

#### Additional Security Level 3: 一般保安水平 3

<table>
<thead>
<tr>
<th>Keselamatan tambahan tahap 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.9 Are ship stores more extensively checked?</td>
</tr>
</tbody>
</table>

### 5. MONITORING THE SECURITY OF THE SHIP

<table>
<thead>
<tr>
<th>Security Level</th>
<th>一般保安水平</th>
<th>Keselamatan tahap 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Security Level 1</td>
<td>一般保安水平</td>
<td>Keselamatan tahap 1</td>
</tr>
<tr>
<td>5.1 Are restricted areas being monitored?</td>
<td>是/否/其他</td>
<td>Adakah area yang diperiksa terbuka atau diawasi?</td>
</tr>
<tr>
<td>5.2 Are deck areas being monitored?</td>
<td>是/否/其他</td>
<td>Adakah area di atas kapal diawasi?</td>
</tr>
<tr>
<td>5.3 Are dock areas being monitored?</td>
<td>是/否/其他</td>
<td>Adakah area di atas kapal diawasi?</td>
</tr>
<tr>
<td>5.4 Are security communication equipment readily available?</td>
<td>是/否/其他</td>
<td>Adakah alat komunikasi yang dapat digunakan secara mudah?</td>
</tr>
<tr>
<td>5.5 Are security communication data readily available between ship and port facility?</td>
<td>是/否/其他</td>
<td>Adakah alat komunikasi yang dapat digunakan secara mudah?</td>
</tr>
<tr>
<td></td>
<td>YES/TA</td>
<td>NO/ TIDAK</td>
</tr>
<tr>
<td>---</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>5.5</td>
<td>Are the ship's decks and access points illuminated at all times while conducting singing, singing of prayers, or exorcising?</td>
<td></td>
</tr>
<tr>
<td>5.6</td>
<td>Is the lighting sufficient to ensure the ship's personnel are able to detect activities beyond the ship?</td>
<td></td>
</tr>
<tr>
<td>5.7</td>
<td>Are the lighting measures including the area on and around the ship?</td>
<td></td>
</tr>
<tr>
<td>5.8</td>
<td>Are the lighting measures facilitating personnel identification at access points?</td>
<td></td>
</tr>
<tr>
<td>5.9</td>
<td>Is there any increase in personnel to increase the visibility of the ship?</td>
<td></td>
</tr>
<tr>
<td>5.10</td>
<td>Is there an increase in personnel to increase the visibility of the ship?</td>
<td></td>
</tr>
<tr>
<td>6.1</td>
<td>Are there provisions in place for how to handle and where to store unaccompanied luggage?</td>
<td></td>
</tr>
<tr>
<td>6.2</td>
<td>Are there provisions in place for how to handle and where to store unaccompanied luggage?</td>
<td></td>
</tr>
</tbody>
</table>
### Additional for Security Level 2  | Keselamatan tambahan tahap 2 | YES/ YA | TIDAK
---|---|---|---
6.3 | Is 100% of unaccompanied baggage checked? | | |
6.4 | Are security screening of persons and baggage carried out at sea for all personnel? | | |

### Additional for Security Level 3  | Keselamatan tambahan tahap 3 | YES/ YA | TIDAK
---|---|---|---
6.5 | Has the ship refused to accept unaccompanied baggage onboard? | | |
6.6 | Are all extensive checks carried out on persons and baggage by established procedures? | | |

The ship has conducted a self-assessment for the relevant security level and will maintain security status as listed throughout the voyage. In the port and at the freight facilities, additional security measures may be imposed by the local port facilities. The vessel is calling at/ will visit:<br>

Kapal ini telah menjalani penilaian keamanan kapal, secara sistimatis bagi lahap keamanan yang telah digunakan dan telah menguji keamanan status keamanan yang diwajibkan dan dengan prosedur prosedur yang ditetapkan oleh pihak yang berwenang, serta pengawasan dan evaluasi yang dilakukan oleh orang yang berwenang. Kapal ini akan meminta keamanan tambahan yang mungkin diberikan oleh keamanan kapal atau penyelenggara stasiun atau stasiun pelabuhan di mana kapal berlabuh, secara terlepas, dan/atau yang bertamu.

**Signature Of Master / Owner / Agent**<br>nama, gelar, dan/atau tanda tangan<br>Diikatkan dengan tanda tangan & signature<br>Signature/ Tanda tangan / Tanda tangan <br>**Tanda tangan**

**Signature Of Master / Owner / Agent**<br>nama, gelar, dan/atau tanda tangan<br>Diikatkan dengan tanda tangan & signature<br>Signature/ Tanda tangan / Tanda tangan <br>**Tanda tangan**

**Signature Of Master / Owner / Agent**<br>nama, gelar, dan/atau tanda tangan<br>Diikatkan dengan tanda tangan & signature<br>Signature/ Tanda tangan / Tanda tangan <br>**Tanda tangan**
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No 17 of 2004

29 Jun 2004

Shipping Community
Harbour Craft Community
Owners and Operators of Port Facilities

DECLARATION OF IMO SECURITY LEVEL

1 Chapter XI-2 of the International Convention for the Safety of Life at Sea, 1974, requires the Contracting Governments to set security levels and ensure the provision of security level information to port facilities within their territory, and to ships prior to entering a port or whilst in a port within their territory.

2 With immediate effect, the Maritime and Port Authority of Singapore (MPA) as the Designated Authority responsible for Singapore port facilities\(^1\) declares SECURITY LEVEL 1.

3 Any changes in security level will be promulgated through a Port Marine Circular which will be posted on the MPA website at http://www.mpa.gov.sg/homepage/ms/CircularsNotices.html. The Port Facility Security Officers will also be informed, through email, fax or telephone.

4 Any query or request for information on security level may be directed to the Maritime Security Unit (Tel: 6221 3127 [24-hr], Fax: 6221 3036, email: isps@mpa.gov.sg).

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

\(^1\) As defined under Chapter X1-2.
VESSELS PROCEEDING OUTSIDE PORT LIMITS FOR SEA TRIALS

All newly built vessels and vessels undergoing repairs or modification at shipyards, wishing to proceed outside Port Limits for the purpose of sea trials could be granted port clearance if the Shipping Division of MPA or one of the 9 recognised classification societies certify that the vessel is in a seaworthy state for the sea trial.

2 This certification should include the availability of adequate life saving appliances for all the persons onboard and the general pollution prevention aspect of the vessel. A set of General Requirements for Safety and Protection of the Marine Environment to be complied with is attached for guidance.

3 At the time of applying for port clearance, the shipowner or shipbuilder should also furnish a letter stating acceptance of responsibility for the safety of the vessel and undertake not to discharge any pollutants in violation of MARPOL and our local laws during the scheduled sea trial outside port limits.

4 Should there be any query, please contact our officers at telephone number 6325 2370.

5 Former Port Marine Circular No. 34 of 1998 is hereby cancelled.

CHRISTOPHER TAN
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
GENERAL REQUIREMENTS FOR SAFETY AND PROTECTION OF THE MARINE ENVIRONMENT FOR A VESSEL LEAVING PORT FOR SEA TRIALS WITH ADDITIONAL PERSONNEL

1 Voyage

Not more than 20 miles from the nearest land and not more than 30 miles from the port limit of Singapore.

2 Survival Craft

(a) Lifeboats and liferafts in accordance with the applicable safety regulations for the complement the ship is designed for plus additional liferafts or lifeboats on each side of the ship for 100% of the additional personnel.

(b) Sufficient ladders and sidelights to facilitate embarkation into the liferafts and lifeboats.

(c) Sufficient number or persons on board shall be trained in the launching of the lifeboats and liferafts.

3 Radio Communication Equipment

The following radio communication equipment will be required to be carried onboard:

(a) 406 MHz or satellite EPIRP

(b) VHF radio installation

(c) At least 2 sets of two-way portable VHF radiotelephone apparatus

(d) At least 1 radar transponder

(e) At least one person designated to have primary responsibility for distress and safety radio communications.

4 Lifejackets

Lifejackets sufficient for all persons on board shall be stowed in conspicuous places for easy accessibility and adequate number of "Lifejacket donning instructions" shall be posted in prominent places.

5 Muster Drill and Emergency Procedures

(a) A muster list of all persons taking part in the trials shall be prepared, showing clear instructions to be followed in the event of an emergency.

(b) A lifeboat and fire drill shall be conducted prior to proceeding to the sea trials.

(c) The meaning of all sound and emergency signals and response required shall be made known to all persons on board.
Marine Environment Protection

The vessel shall comply with the applicable provisions of MARPOL Annexes I, II, III and V. Any harmful substance and residues or mixtures containing such substance shall be retained on board unless discharged in accordance with the provisions of Annexes I, II, III and V of MARPOL 73/78 and the Prevention of Pollution of the Sea Act and regulations made thereunder as amended.

General

The ship shall comply with the requirements of the International Convention for the Safety of Life at Sea, as amended, and its Protocols or the Merchant Shipping (Non-convention ships) Safety Regulations 1981 (whichever is appropriate), as regards to fire-extinguishing appliances and fire control plans, echo-sounding, device and gyrocompass and is provided with navigation lights and shapes, pilot ladder, and means of making sound signals and distress signals, in accordance with the provisions of the said Convention/Regulations and the International Regulations for Preventing Collisions at Sea in force.

Certification

The certificate of Inspection shall cover the above requirements and the number of persons to be carried on board and the period of the trials.
CONTACT DETAILS FOR PROPER RECIPIENTS OF MARITIME SECURITY – RELATED COMMUNICATIONS

1. The International Maritime Organisation (IMO) has adopted the special measures to enhance maritime security. These measures specified in Chapter XI-2 of SOLAS and the ISPS Code, will come into force on 1 July 2004.

2. The Maritime and Port Authority of Singapore (MPA) is the Administration responsible for ensuring the implementation on Singapore-registered ships, and the Designated Authority responsible for ensuring implementation pertaining to port facility security and ship/port interface. The contact details for proper recipients of maritime security related communications are as follows:

a. National Authorities responsible for Singapore-Registered ship security:

<table>
<thead>
<tr>
<th>Name of organisation:</th>
<th>Maritime and Port Authority of Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department:</td>
<td>Registry and Manning Department</td>
</tr>
<tr>
<td>Title:</td>
<td>Asst. Director (Ship Registry)</td>
</tr>
<tr>
<td>Contact post:</td>
<td>Port Security Department</td>
</tr>
<tr>
<td>Phone:</td>
<td>(65) 6221 3127 (24-hr)</td>
</tr>
<tr>
<td>Fax:</td>
<td>(65) 6221 3036 (24-hr)</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:isps@mpa.gov.sg">isps@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>

b. National Authorities responsible for port facility security:

<table>
<thead>
<tr>
<th>Name of organisation:</th>
<th>Maritime and Port Authority of Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department:</td>
<td>Port Master’s Office</td>
</tr>
<tr>
<td>Title:</td>
<td>Port Master</td>
</tr>
<tr>
<td>Contact post:</td>
<td>Port Security Department</td>
</tr>
<tr>
<td>Phone:</td>
<td>(65) 6221 3127 (24-hr)</td>
</tr>
<tr>
<td>Fax:</td>
<td>(65) 6221 3036 (24-hr)</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:isps@mpa.gov.sg">isps@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>
### c. Proper Recipients of Ship Security Alert System alerts:

<table>
<thead>
<tr>
<th>Name of organisation:</th>
<th>Maritime and Port Authority of Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department:</td>
<td>Port Master’s Office</td>
</tr>
<tr>
<td>Title:</td>
<td>Port Master</td>
</tr>
<tr>
<td>Contact post:</td>
<td>Port Operations Control Centre</td>
</tr>
<tr>
<td>Phone:</td>
<td>(65) 6226 5539 (24-hr)</td>
</tr>
<tr>
<td>Fax:</td>
<td>(65) 6325 2439 (24-hr)</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:shipalert@mpa.gov.sg">shipalert@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>

### d. Proper Recipients of maritime security related communications from other Contracting Governments:

<table>
<thead>
<tr>
<th>Name of organisation:</th>
<th>Maritime and Port Authority of Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department:</td>
<td>Port Master’s Office</td>
</tr>
<tr>
<td>Title:</td>
<td>Port Master</td>
</tr>
<tr>
<td>Contact post:</td>
<td>Port Security Department</td>
</tr>
<tr>
<td>Phone:</td>
<td>(65) 6221 3127 (24-hr)</td>
</tr>
<tr>
<td>Fax:</td>
<td>(65) 6221 3036 (24-hr)</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:isps@mpa.gov.sg">isps@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>

### e. Proper Recipients of requests for assistance with security incidents:

<table>
<thead>
<tr>
<th>Name of organisation:</th>
<th>Maritime and Port Authority of Singapore</th>
</tr>
</thead>
<tbody>
<tr>
<td>Department:</td>
<td>Port Master’s Office</td>
</tr>
<tr>
<td>Title:</td>
<td>Port Master</td>
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<tr>
<td>Contact post:</td>
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<td>Phone:</td>
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<td>Fax:</td>
<td>(65) 6325 2439 (24-hr)</td>
</tr>
<tr>
<td>Email:</td>
<td><a href="mailto:shipalert@mpa.gov.sg">shipalert@mpa.gov.sg</a></td>
</tr>
</tbody>
</table>

### Information

3 All MPA Circulars and issues relating to maritime security are available on MPA website at “[http://www.mpa.gov.sg](http://www.mpa.gov.sg)”. The IMO’s ISPS CODE DATABASE has also been updated for the port of Singapore and the information is available on the IMO website at “[http://www.imo.org/Safety/mainframe.asp?topic_id=861](http://www.imo.org/Safety/mainframe.asp?topic_id=861)”.

4 Any queries relating to this circular should be directed to Capt Lim Khok Cheng at Tel: 63252471 or Mr. Victor Han at Tel: 63252498.

M SEGAR  
PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
PROCEDURES FOR THE BARTER TRADER VESSELS ENTERING THE PORT OF SINGAPORE

1 This circular supersedes Port Marine Circular No. 5 of 2003 dated 8 Jan 2003.

2 In exercise of the powers conferred under section 43 (c) of the Maritime and Port Authority of Singapore Act (Chapter 170A) (“MPA Act”), the Port Master hereby directs that no vessel engaged in barter trade (“vessel”) shall -

   (a) enter or leave the port; or

   (b) move within the port other than from a public wharf to the Selat Pauh Anchorage;

between 1900 hours and 0700 hours (please see Selat Pauh Anchorage in Appendix 1).

3 The use of Selat Pauh Anchorage (“anchorage”) by the vessel is subject to the following conditions -

   (a) the vessel shall not carry out any cargo work or other activity while at the anchorage;

   (b) the vessel shall not have on board any dangerous goods as defined in the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations;

   (c) the vessel shall be adequately manned at all times and ready to move out of the anchorage at short notice;

   (d) the vessel must be a power-driven vessel;

   (e) no further shore leave nor boarding shall be granted except for emergency
cases;
(f) the vessel must not stay at the anchorage longer than necessary; and
(g) the vessel must be properly lit during hours of darkness.

4 Vessels are to strictly follow the designated routes as marked out in the chartlet in Appendix 2. Vessels shall not enter the prohibited areas shown in the chartlets.

5 Failure to comply with the contents of this circular shall constitute an offence under section 50\(^1\) of the MPA Act.

6 This circular shall come in force on 31 May 2004 and will remain in force until further notice.

JOLYN TAY
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 63252473
FAX: 63252807

\(^1\) _Penalty for disobedience of direction_

50. —(1) Any person who, without lawful excuse, refuses, neglects or fails to obey any direction lawfully given under this Part or any regulations made thereunder 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 $500 for every day or part thereof during which he willfully continues to disobey such direction.

(2) In case of any refusal or neglect or failure to comply with this Part or any regulations made thereunder, the Authority may, whether any proceedings have been instituted against any person for such offence or not, do or cause to be done all such acts as are in its opinion reasonable or necessary for the purpose of carrying out such direction or complying with such direction, and may hire and employ such person as it considers proper and necessary for such purpose.

(3) All expenses incurred in doing such acts shall be paid and borne by the person or persons so offending.
POSSESSIONS IN WGS84
PRESCRIBED PART OF SELAT PAUH ANCHORAGE FOR VESSELS ENGAGED IN BARTER TRADE

APPENDIX I

<table>
<thead>
<tr>
<th>Point</th>
<th>Latitude (N)</th>
<th>Longitude (E)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1° 13.684'</td>
<td>103° 42.868'</td>
</tr>
<tr>
<td>2</td>
<td>1° 13.324'</td>
<td>103° 43.704'</td>
</tr>
<tr>
<td>3</td>
<td>1° 13.162'</td>
<td>103° 44.991'</td>
</tr>
<tr>
<td>4</td>
<td>1° 12.662'</td>
<td>103° 44.891'</td>
</tr>
<tr>
<td>5</td>
<td>1° 12.814'</td>
<td>103° 44.547'</td>
</tr>
<tr>
<td>6</td>
<td>1° 12.814'</td>
<td>103° 43.863'</td>
</tr>
<tr>
<td>7</td>
<td>1° 13.047'</td>
<td>103° 42.830'</td>
</tr>
<tr>
<td>8</td>
<td>1° 13.580'</td>
<td>103° 42.660'</td>
</tr>
</tbody>
</table>

Note:
This chart is for illustration only and must not be used for navigation.
THE 1988 INTERNATIONAL CONVENTION FOR THE SUPPRESSION OF UNLAWFUL ACTS AGAINST THE SAFETY OF MARITIME NAVIGATION (SUA CONVENTION)

1 Singapore will accede to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (or SUA Convention) on 3 May 2004. The Maritime Offences Act 2003, which gives effect to the SUA Convention, will come into force on the same date. A copy of the Maritime Offences Act (ACT 26 of 2003) can be purchased at SNP Corporation Ltd1.

2 The main purpose of the Maritime Offences Act 2003 is to ensure that appropriate action is taken against persons committing unlawful acts against ships. These include the seizure of ships by force; acts of violence against persons on board ships; and the placing of devices on board a ship which are likely to destroy or damage it.

3 According to Section 8(2) of the Maritime Offences Act 2003, if the master of a ship, wherever that ship may be, and whatever the state in which it is registered, has reasonable grounds to believe that any person on board the ship has committed any relevant maritime offence in relation to any ship other than a warship or other ship used as a naval auxiliary or in customs or law enforcement service, he may deliver that person to an appropriate officer2 in Singapore.

4 Where the master of a ship intends to deliver any person under section 8(2) of the Maritime Offences Act 2003, he shall notify the Port Master by providing the information specified in the prescribed form attached as Annex 1.

5 The notification of delivery of an alleged offender shall be submitted to the Port Master by any of the following means:

   (a) Radio Telegram Addressed to: PORTMASTER SINGAPORE

-----------------------------------------------

1 SNP Corporation Ltd, Legal Publications, 491 River Valley Road, #01-20 Valley Point, Singapore 248371
Tel: (65) 6733 5794, E-mail: legalpub@snpcorp.com, Website: http://www.myepb.com

2 An appropriate officer as defined in Section 8(9) of the Maritime Offences Act 2003
6 The notification of delivery of an alleged offender shall be given:
   (a) before the ship in question enters the territorial waters of Singapore; or
   (b) if in the circumstances it is not reasonably practicable to comply with para 6(a), as soon as reasonably practicable after the ship has entered the territorial waters of Singapore.

7 Where the master of a ship delivers any person to an appropriate officer in Singapore under Section 8(2) of the Maritime Offences Act 2003, he shall:
   (a) make to an appropriate officer in Singapore such oral or written statements relating to the alleged offence as that officer may reasonably require; and
   (b) deliver to an appropriate officer in Singapore such other evidence relating to the alleged offence as is in the master’s possession.

8 The Singapore Authorities would conduct investigation when a ship brings in offender(s) under the Maritime Offences Act 2003. In this respect, the shipping community is to note that such a ship and the crew and passengers may be required to stay in Singapore to assist in the investigation. For any enquiries on investigation, please call the Chief Investigation Officer of the Singapore Police Coast Guard at Tel: 6447 1508 during office hours.

9 I would like to bring your attention to Section 182 of the Penal Code Chapter 224 that states “Whoever gives to any public servant\(^3\) any information orally or in writing which he knows or believes to be false, intending thereby to cause, or knowing it to be likely that he will thereby cause, such public servant to use the lawful power of such public servant to the injury or annoyance of any person, or to do or omit anything which such public servant ought not to do or omit if the true state of facts respecting which such information is given were known by him, shall be punished with imprisonment for a term which may extend to 6 months, or with fine which may extend to $1,000, or with both.”

10 Any enquiries relating to this circular may be directed to Capt Pang Yock Foo at Tel: 6325 2369

PANG YOCK Foo
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL: 6325 2369
FAX: 6325 2454

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\(^3\) Public servant as defined in Section 21 of the Penal Code (Chapter 224).
SHIPS’ MESSAGE FORMAT FOR DELIVERY OF ALLEGED SUA OFFENDER(S)

- Ship's name, callsign, IMO number, type of ship, flag and gross tonnage
- Intention to deliver alleged SUA offender(s)
- Reasons for delivery / Details of offence including
  - Description/nature of offence
  - Place, location of offence
  - Nationality and Identity of offender(s)
  - Nationality and Identity of victim(s)
  - Action taken by master and crew
- Injuries to crew and passengers
- Any further assistance (e.g. medical) required
- Damage to ship
- Nationality and identity of crew members
- Local agent if any
EXTENSION OF SPECIAL BUNKERING ANCHORAGE SCHEME TO THE WESTERN SECTOR OF THE PORT

1. With effect from 1 Mar 04, the Special Bunkering Anchorage (SBA) scheme in the eastern sector will be further extended by the creation of two additional bunkering anchorages in the western sector of the port. This is to meet the increasing demand by vessels calling at the port solely for bunkering activities.

2. These anchorages are Sudong Bunkering Anchorage "A" (ASUBA) and Sudong Bunkering Anchorage "B" (ASUBB) bounded by the geographical co-ordinates as indicated in the chartlet attached as Appendix 1. Each anchorage will accommodate only one vessel at a time.

3. With the creation of these anchorages the boundaries of the Sudong Special Purpose Anchorage and the Sudong Explosives Anchorage have been revised. The geographical co-ordinates of the revised boundaries are also indicated in Appendix 1.

4. Both these anchorages will be designated for the exclusive use by vessels of 20,000 GT and above, other than oil rigs and drill ships for the purpose of taking bunkers.

CONDITIONS OF USE

5. With effect from 1 Mar 2004, vessels of 20,000 GT or more using these two anchorages will be accorded concessionary port dues (reduced rate of $1.00 per 100 GT or part thereof) subject to the following conditions:

   (a) The vessel overall port stay shall not exceed 24 hours;

   (b) The vessel shall not carry out cargo work; and

   (c) The vessel shall be an arrival vessel and proceed directly to the "ASUBA" or the "ASUBB".
CONDITIONS FOR PILOT EXEMPTION

6 Vessels of 20,000 GT or more using these two anchorages may be granted pilot exemption. To qualify for pilotage exemption the following conditions shall be complied with:

(a) The maximum arrival draft of the vessel should not exceed 11.5m; and

(b) The vessel must not be a Liquefied Petroleum Gas (LPG) vessel, Liquefied Natural Gas (LNG) vessel or a Chemical tanker.

7 The information to assist shipmaster in planning the passage of vessel to the bunkering anchorages in the western sector of the port is shown in Appendix 2. The tidal predictions for the area are also available under the Singapore Maritime Portal web-site (http://www.singaporemaritimeportal.com) - "Digital Tidal Atlas". Masters of vessels are advised to familiarise themselves with the approach and to take note of the tidal pattern of the area. Masters who are not familiar with the waters in the area are advised to engage the services of a pilot.

REPORTING PROCEDURE

8 Owners, agents or masters of arriving vessels proceeding to the "ASUBA" or "ASUBB" under this scheme are required to confirm with the Vessel Traffic Information Service (VTIS) at least three to four hours before the vessel arrives on the availability of anchorage space. The confirmation may be done by any of the following means:

VTIS: Ch 10 (If arriving from the East)
    Ch 73 (If arriving from the West)

    Tel : 6325-2493 (Duty Officer Port Operations Control Centre )
    Fax : 6224-5776.

9 In the event that the anchorages are occupied, VTIS will then inform the vessel to use the appropriate alternative anchorages in the western or eastern sector of the port.

NAVIGATION CHARTS

10 Chart corrections depicting the limits of the bunkering anchorages have been promulgated in Singaporean Notices to Mariners Monthly Edition No 3 of 2004. Masters are advised to insert the limits of the anchorages on the affected charts.

11 Please contact Capt Donald D’Cruz Tel: 6325-2460 on pilotage matters or Mr Tan Lay Thok at Tel: 6325-2470 on port dues matters, if you need further clarification.

EDMUND WEE
for PORTMASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
INFORMATION TO ASSIST SHIPMASTERS IN PLANNING THE PASSAGE OF VESSELS TO THE BUNKERING ANCHORAGES IN THE WESTERN SECTOR OF THE PORT

Pilotage

1 Pilotage exemption may be granted for vessels with arrival drafts not exceeding 11.5 metres. Masters who are not familiar with the waters in the area are advised to engage the services of a pilot.

2 Vessels with drafts of more than 11.5 metres are required to engage the services of authorised pilots to navigate in and out of these anchorages. Vessels with drafts of more than 16.5 metres would be diverted to other suitable anchorages for bunkering activities.

Tidal information

3 Current information at half-hour intervals is available at the Singapore Maritime Portal (SMP) website under the title of “Digital Tidal Atlas”. The address for SMP is:

http://www.singaporemaritimeportal.com

Owners and agents may download the relevant pages and send them through e-mail or fax, if their shipmasters are unable to access the Internet.

4 As the simulated current predictions may vary from the actual current, a real-time current meter will be installed by 1 Apr 2004 in the vicinity of the anchorages. On arrival, shipmasters may contact “Port Operations West” (on VHF Channel 68) for a real-time reading of the current meter. This would provide an indication of the direction and rate of the current flow that may, at times, exceed 2.5 knots.

Approach to the anchorages

5 Whilst arriving and departing from the anchorage, shipmasters are advised to plan their approach in advance taking into consideration, amongst other factors, the flow of the current, the depth of water and their effect on the vessels. Attention is drawn to the presence of two gas pipelines west of the Sudong Bunkering Anchorage ‘A’. Shipmasters are advised to ascertain the vessel’s position prior to letting go the anchor in the anchorage.

(a) West-Going Tidal Stream

Strong currents may be expected from the Sinki Fairway, Selat Sudong and Selat Pawai during the westgoing tidal stream. These streams may set the vessel towards Raffles Shoal and into the westbound lane of the traffic separation scheme (TSS). Masters of vessels are advised to carefully monitor the vessel’s position when proceeding to the bunkering anchorages.
(b) **East-Going Tidal Stream**

(i) A vessel approaching the bunkering anchorages from the west during the eastgoing stream will experience a stern current. Masters of vessels arriving at the port from the west are therefore advised to continue along the eastbound lane of the Singapore Strait TSS and approach the anchorages from the east stemming the current. Prior to crossing the westbound traffic lane the vessel should notify VTIS Central on VHF Ch 14.

(ii) A vessel with good manoeuvring characteristics and equipped with a good working bow-thruster, may approach the anchorages from the west if the tidal stream is weaker. The Master should however exercise caution and approach at a speed that will allow the vessel to stop in time, swing around and safely anchor.

**At anchor**

6 Whilst at anchor, the vessel should pay out sufficient scope of cable (at least six (6) shackles of chain in the water) and maintain an anchor watch at all times. For the information of Masters, squalls called ‘Sumatras’ are common from April to November during the Southwest Monsoon and inter-monsoon periods. They are generally experienced in the pre-dawn and early hours between 0300hrs and 0900hrs.

**Live-firing Area**

7 The New Southern Islands Live Firing Area is a restricted area. Masters of vessels proceeding to the Sudong bunkering anchorages are to keep out of this area. As low-flying aircraft operate in the vicinity of the live firing area, the master, owners and agents of vessels with heights exceeding 75 metres must notify the RSAF - Air Operation Centre when in the western sector of the port via facsimile (Fax No. 6760-5521).
Piracy and Armed Robbery Against Ships

Introduction

1. The IMO has issued MSC/Circ.623/Rev.3 on “Guidance To Shipowners and Ship Operators, Shipmasters and Crew on Preventing and Suppressing Acts of Piracy and Armed Robbery Against Ships”. A copy of the revised IMO circular is attached as Annex 1. This revised MSC circular has included a paragraph to draw attention to the dangers if pirates/terrorists know that a distress alert or other communication has been transmitted by the affected ship following a piracy/terrorist alert. Shipmasters, owners, agents and persons in charge of vessels are advised to take note of the contents of the circular and take the appropriate recommended actions to combat piracy and armed robbery against ships.

2. We would like to highlight the importance of the need to have a ship security plan and reporting to the relevant Authorities.

Ship Security Plan

3. Shipping companies are advised to provide guidance and supervision to their shipmasters to draw up shipboard security plan against piracy and armed robbery attacks. They are advised to ensure that their ships have shipboard security plan in place, drills are carried out and the crew is familiar with the plan.

4. The plan should be prepared having regard to the risks that may be faced, the crew numbers available, their capability and training, the ability to establish secure areas on board the ship and the surveillance and detection equipment that has been provided. The plan should, inter alia, cover:

(a) the need for enhanced surveillance and the use of lighting and surveillance or detection equipment*;
(b) crew responses if a potential attack is detected or an attack is underway;
(c) the radio and alarm procedures to be followed; and
(d) the reports to be made after an attack, or an attempted attack.

* For vessel at anchor or at berth in port, there should be security measures to prevent unauthorised personnel from boarding the vessel.

5 Shipping companies are strongly recommended to introduce surveillance devices such as pirate intrusion alarms, closed circuit televisions, night vision devices and anti-pirate radars to increase their security surveillance. They are also strongly urged to enhance the monitoring of their ships’ movements such as requiring the shipmasters to report more frequently so as to be able to detect piracy as soon as it occurs, particularly in case of hijacking incident where the ship cannot send out the alert. The latest high-tech equipment capable of automatically notifying the company in an emergency including an attack by pirates should be considered.

REPORT TO AUTHORITIES

6 Shipmasters are strongly urged to report piracy/armed robbery attack immediately in order for the authorities to take swift and effective action. In the event of an attack which occurs in the Singapore Strait, shipmasters are advised to report to the Singapore Authorities as follows:

**Maritime and Port Authority of Singapore’s Port Operations Control Centre**

- **VHF Radio**: Ch 10, 14 or 73
- **Telephone**: (65) 63252493 / (65) 63252494
- **Telefax**: (65) 62245776
- **Radio Telegram**: PORTMASTER SINGAPORE
- **Telex**: PORTMASTER, Tlx No RS 34970
  Answer Back PORTPM 34970

**Singapore Police Coast Guard**

- **VHF Radio**: Ch 7, 16
- **Telephone**: (65) 63775540 / (65) 63775539
- **Telefax**: (65) 62761627

7 In addition to reporting to the Singapore Authorities, shipmasters may also contact the Indonesian Sea Security Command or Indonesian Marine Police as follows:

**Indonesian Sea Security Command (callsign: PUSKODAL)**

- **VHF Radio**: Ch 16
- **HF Radio**: 7015 KHz
- **Telephone**: (62) 778 413498, (62) 778 413844, (62) 778 413901
  (Batam)
Indonesian Marine Police

(a) VHF Radio : Ch 16
(b) Telephone : (62) 778 312433 (Belakang Padang Base)
               (62) 779 21325 (Sat Polair Tg. Batu Base)

8 For incidents occurring in the coastal waters of other states, the report can be sent to the relevant Authority of the coastal state as listed in Annex 2 (entitled "List of Immediate And Post Attacks Reports Recipients For When Incidents Occur").

9 In cases of hijacking and the ship cannot transmit any message, the shipping companies should be alert at all times and report to the relevant authorities including the flag State as soon as possible in order for the relevant authorities to implement swift and effective measures.

10 The shipping community is reminded of the importance of reporting any piracy/armed robbery attack or attempted attack to the relevant authorities. Should a ship encounter a piracy/armed robbery attack, the company is advised to check with the shipmaster and ensure that the reports are made to the relevant authorities.

11 All reports of piracy and armed robbery against ships should contain all the messages contain in the format shown in Appendix 2 of IMO circular MSC/Circ 623/Rev.3.

OTHER PUBLICATIONS

12 Two publications that also provide guidance to shipmasters on the preventive measures to take are listed below.

(a) SECURITY AT SEA, by The Nautical Institute (U.K.); and
(b) PIRATES AND ARMED ROBBERS: A Master’s Guide, by International Federational of Shipping.

13 It is recommended that a copy of these publications be obtained for reference on board.

14 Port Marine Circular No. 23 of 2002 is hereby cancelled.

CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 6325 2455
FAX : 6325 2454
PIRACY AND ARMED ROBBERY AGAINST SHIPS

Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships

1 The Maritime Safety Committee, at its seventy-fifth session (15 to 24 May 2002), approved a revised MSC/Circ.623/Rev.2 (Guidance to shipowners and ship operators, shipmasters and crews for preventing and suppressing acts of piracy and armed robbery against ships) as given at annex.

2 The revision was carried out on the basis of the outcome of COMSAR 6 to make RCCs and others concerned aware of the dangers in alerting pirates/terrorists that a distress alert or other communication has been transmitted by the affected ship following a piracy/terrorist alert.

3 Member Governments and organizations in consultative status with IMO are recommended to bring this circular to the attention of shipowners, ship operators, shipping companies, shipmasters and crews and all other parties concerned.

4 This circular revokes MSC/Circ.623/Rev.2.

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ANNEX

GUIDANCE TO SHIPOWNERS AND SHIP OPERATORS, SHIPMASTERS AND CREWS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY* AND ARMED ROBBERY AGAINST SHIPS

Introduction

1 This circular aims at bringing to the attention of shipowners, masters and crews the precautions to be taken to reduce the risks of piracy on the high seas and armed robbery against ships at anchor, off ports or when underway through a coastal State's territorial waters. It outlines steps that should be taken to reduce the risk of such attacks, possible responses to them and the vital need to report attacks, both successful and unsuccessful, to the authorities of the relevant coastal State and to the ships' own maritime Administration. Such reports are to be made as soon as possible, to enable necessary action to be taken.

2 These recommendations have been culled from a number of sources. Where conflicting advice has been apparent, the reason for choosing the recommended course has been stated.

The pirates/robbers objective

3 In addition to hijacking of ships, and the theft of cargo, the main targets of the South East Asian attacker appear to be cash in the ship's safe, crew possessions and any other portable ship's equipment, even including coils of rope. In South America some piracy and armed robbery attacks are drug related. When there has been evidence of tampering with containers, it has been suggested that the raiders may initially have gained access when the ship was berthed in port and then gone over the side, with what they could carry. Thorough checking of ships' compartments and securing before leaving ports is therefore recommended.

Reducing the temptation for piracy and armed robbery

Cash in the ship's safe

4 The belief that large sums of cash are carried in the master's safe attracts attackers. On several occasions this belief has been justified and substantial sums have been stolen. While carrying cash may sometimes be necessary to meet operational needs and crew requirements and to overcome exchange

* The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

“Piracy consists of any of the following acts:
(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
(c) any act inciting or of intentionally facilitating an act described in sub-paragraph (a) or (b).”
control restrictions in some States, it acts as a magnet for attackers and they will intimidate the master or crew members until the locations have been revealed. Shipowners should consider ways of eliminating the need to carry large sums of cash on board ship. When this need arises because of exchange control restrictions imposed by States, the matter should be referred to the ship’s maritime Administration to consider if representations should be made to encourage a more flexible approach as part of the international response to eliminate attacks by pirates and armed robbers.

**Discretion by masters and members of the crew**

5 Masters should bear in mind the possibility that attackers are monitoring ship-to-shore communications and using intercepted information to select their targets. Caution should, therefore, be exercised when transmitting information on cargo or valuables on board by radio in areas where attacks occur.

6 Members of the crew going ashore in ports in affected areas should be advised not to discuss the voyage or cargo particulars with persons unconnected with the ship’s business.

**Smaller crews**

7 The smaller crew numbers now found on board ships also favour the attacker. A small crew engaged in ensuring the safe navigation of their ship through congested or confined waters will have the additional onerous task of maintaining high levels of security surveillance for prolonged periods. Shipowners will wish to consider enhancing security watches if their ship is in waters or at anchor off ports, where attacks occur. Shipowners will wish to consider providing appropriate surveillance and detection equipment to aid their crews and protect their ships.

**Recommended practices**

8 The recommended practices outlined below are based on reports of incidents, advice published by commercial organizations and measures developed to enhance ship security. The extent to which the recommendations are followed or applied are matters solely for the owners or master of ships operating in areas where attacks occur. The shipping industry would also benefit from consulting other existing recommendations*.

9 The recommended actions are defined as phases related to any voyage in a piracy and armed robbery threat area. The phases define the main stages in all situations of non-piracy/armed robbery, attempted piracy/armed robbery and confirmed piracy/armed robbery. Depending on the development of any one situation, they may or may not materialize.

The pre-piracy/armed robbery phase - Ship security plan

10 All ships expected to operate in waters where attacks occur should have a ship security plan** which pertains to piracy and armed robbery against ships. The ship security plan should be prepared having regard to the risks that may be faced, the crew members available, their capability and training, the ability to establish secure areas on board ship and the surveillance and detection equipment that has been provided. The plan should, inter alia, cover:

.1 the need for enhanced surveillance and the use of lighting, surveillance and detection equipment;
.2 crew responses, if a potential attack is detected or an attack is underway;
.3 the radio alarm procedures to be followed; and
.4 the reports to be made after an attack or an attempted attack.

Ship security plans should ensure that masters and crews are made fully aware of the risks involved during attacks by pirates or armed robbers. In particular, they should address the dangers that may arise if a crew adopts an aggressive response to an attack. Early detection of a possible attack is the most effective deterrent. Aggressive responses, once an attack is underway and, in particular, once the attackers have boarded the ship, could significantly increase the risk to the ship and those on board.

11 In accordance with the ship security plan, all doors allowing access to the bridge, engine room, steering gear compartments, officers' cabins and crew accommodation should be secured and controlled in affected areas and should be regularly inspected. The intention should be to establish secure areas which attackers will find difficult to penetrate.

12 It is important that any response to an incident is well planned and executed, and those involved should be as familiar as possible with a ship environment. Therefore those responsible within the security forces for responding to acts of piracy and armed robbery against ships, whether at sea or in port, should be trained in the general layout and features of the types of ships most likely to be encountered and shipowners should co-operate with the security forces in providing access to their ships to allow the necessary on board familiarization.

Routing and delaying anchoring

13 If at all possible, ships should be routed away from areas where attacks are known to have taken place and, in particular, seek to avoid bottle-necks. If ships are approaching ports where attacks have taken place on ships at anchor, rather than ships underway, and it is known that the ship will have to anchor off port for some time, consideration should be given to delaying anchoring by slow steaming or longer routing to remain well off shore thereby reducing the period during which the ship will be at risk. Contact with port authorities should ensure that berthing priorities are not affected. Charter party agreements should

** Possible guidance can be found in MSC/Circ.443

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recognize that ships may need to delay arrival at ports where attacks occur either when no berth is available for the ship or offshore loading or unloading will be delayed for a protracted period.

**Practice the implementation of the ship security plan**

14 Prior to entering an area, where attacks have occurred, the ship's crew should have practised and perfected the procedures set down in the ship security plan. Alarm signals and procedures should have been thoroughly practised. If instructions are to be given over the ship's address systems or personal radios, they must be clearly understood by those who may not have fully mastered the language in which the instructions will be given.

15 It cannot be emphasized enough that all possible access points to the ship and any key and secure areas on it must be secured or controlled in port, at anchor and when underway in affected areas. Crews should be trained in the use of any additional surveillance or detection equipment installed on the ship. Planning and training must be on the basis that an attack will take place and not in the belief that with some luck it will not happen. Indications to attackers that the ship has an alert and trained crew implementing a ship security plan will help to deter them from attacking the ship.

**Precautions at anchor or in port**

16 In areas where attacks occur it is important to limit, record and control those who are allowed access to a ship when in port or at anchor. Photographing those who board the ship can be a useful deterrent or assist the identification of attackers who may have had access to the ship prior to their attack. Film need only be developed in the event of a subsequent attack. Given that attackers may use knowledge of cargo manifests to select their targets, every effort should be made to limit the circulation of documents which give information on the cargoes on board or their location on the ship.

17 Prior to leaving port the ship should be thoroughly searched and all doors or access points secured or controlled. This is particularly important in the case of the bridge, engine room, steering space and other vulnerable areas. Doors and access points should be regularly checked thereafter. The means of controlling doors or access points which would need to be used in the event of an onboard emergency will need careful consideration. Ship or crew safety should not be compromised.

18 Security guards employed in port or at anchorage on different ships should be in communication with each other and the port authorities during their watch. The responsibility for vetting such guards lies with the security personnel companies, which themselves should be vetted by the appropriate authorities.

**Watchkeeping and vigilance**

19 Maintaining vigilance is essential. All too often the first indication of an attack has been when the attackers appear on the bridge or in the master's cabin. Advance warning of a possible attack will give the opportunity to sound alarms, alert other ships and the coastal authorities, illuminate the suspect craft, undertake evasive manoeuvring or initiate other response procedures. Signs that the ship is aware it is being approached can deter attackers.
20 When ships are in, or approaching areas where attacks take place, bridge watches and look-outs should be augmented. Additional watches on the stern or covering radar "blind spots" should be considered. Companies should consider investing in low-light binoculars for bridge staff and look-outs. Radar should be constantly manned but it may be difficult to detect low profile fast moving craft on ship's radars. A yacht radar mounted on the stern may provide additional radar cover capable of detecting small craft approaching from astern when the ship is underway. Use of an appropriately positioned yacht radar when the ship is at anchor may also provide warning of the close approach of small craft.

21 It is particularly important to maintain a radar and visual watch for craft which may be trailing the ship when underway but which could close in quickly when mounting an attack. Small craft which appear to be matching the speed of the ship on a parallel or following course should always be treated with suspicion. When a suspect craft has been noticed, it is important that an effective all-round watch is maintained for fear the first craft is a decoy with the intention to board the ship from a second craft while attention is focused on the first.

22 Companies owning ships that frequently visit areas where attacks occur should consider the purchase and use of more sophisticated visual and electronic devices in order to augment both radar and visual watch capability against attackers' craft at night, thereby improving the prospects of obtaining an early warning of a possible attack. In particular, the provision of night vision devices, small radars to cover the blind stern arcs, closed circuit television and physical devices, such as barbed wire, may be considered. In certain circumstances non-lethal weapons may also be appropriate. Infrared detection and alerting equipment may also be utilized.

Communications procedures

23 The master should ensure that an authorized person responsible for communications is on duty at all time when the ship is in, or approaching, areas where attacks occur.

24 Prior to entering areas where attacks have occurred and where the GMDSS installation on board does not have facility for automatically updating the “ship position” data from an associated electronic navigation aid, it is strongly recommended to enter the ship's position at regular intervals into the appropriate communications equipment manually. It is recommended that owners initiate the GMDSS INMARSAT "C" alarm programme before entering affected areas for use when appropriate (MSC/Circ.805).

Radio watchkeeping and responses

25 A constant radio watch should be maintained with the appropriate shore or naval authorities when in areas where attacks have occurred. Continuous watch should also be maintained on all distress and safety frequencies, particularly VHF Channel 16 and 2,182 kHz, as well as in any other channels or frequencies which could have been determined by local authorities for certain areas. Ships should also ensure all maritime safety information broadcasts for the area monitored. As it is anticipated that INMARSAT's enhanced group calling system (EGC) will normally be used for such broadcasts using the SafetyNET service, owners should ensure a suitably configured EGC receiver is continuously available when in, or approaching areas where there is risk of attack. Owners should also consider fitting a dedicated receiver for this purpose, i.e. one that is not incorporated into a Ship Earth Station used for commercial purposes to ensure no urgent broadcasts are missed.
26 The International Maritime Organization (IMO) recommends in MSC/Circ.597, issued in August 1992, that reports concerning attacks by pirates or armed robbers should be made to the relevant Rescue Co-ordination Centre (RCC) for the area. MSC/Circ.597 also recommends that Governments should arrange for the RCCs to be able to pass reports of attacks to the appropriate security forces.

27 If suspicious movements are identified which may result in an imminent attack, the ship is advised to contact the relevant RCC or with the radio stations which could have been recommended by local authorities for certain areas. Where the master believes these movements could constitute a direct danger to navigation, consideration should be given to broadcasting an “All stations (CQ)” “danger message” as a warning to other ships in the vicinity as well as advising the appropriate RCC. A danger message should be transmitted in plain language on a VHF working frequency following an announcement on VHF Channel 70 using the “safety” priority. All such measures shall be preceded by the safety signal (Sécurité).

28 When, in his/her opinion, there is conclusive evidence that the safety of the ship is threatened, the master should immediately contact the relevant RCC or, in certain areas, with the radio stations which could have been recommended by local authorities, and if considered appropriate, authorize broadcast of an “All Stations” “Urgent Message” on VHF Channel 16, 2,182 kHz or any other radiocommunications service he/she considers appropriate or which could have been recommended by local authorities; e.g. INMARSAT, etc. All such messages shall be preceded by the appropriate Urgency signal (PAN PAN) and/or a DSC call on VHF Channel 70 and/or 2,187.5 kHz using the “all ships urgency” category. If the Urgency signal has been used and an attack does not, in fact, develop, the ship should cancel the message as soon as it knows that action is no longer necessary. This message of cancellation should likewise be addressed to “all stations”.

29 Should an attack occur and, in the opinion of the master, the ship or crew are in grave and imminent danger requiring immediate assistance, he/she should immediately authorize the broadcasting of a distress message, preceded by the appropriate distress alerts (MAYDAY, DSC, etc.), using all available radiocommunications systems. To minimize delays, if using a ship earth station, ships should ensure the coast earth station associated with the RCC is used.

30 The ship may be able to send a covert piracy/terrorist alert to an RCC. However, as pirates/terrorists may be on board the ship and within audible range of the communication equipment, when the RCC sends an acknowledgement of receipt and attempts to establish communication, they could be alerted to the fact that a piracy/terrorist alert has been transmitted. This knowledge may serve to further endanger the lives of the crew on board the ship. RCCs and others should, therefore, be aware of the danger of unwillingly alerting the pirates/terrorists that a distress alert or other communication has been transmitted by the ship.

31 Masters should bear in mind that the distress signal is provided for use only in case of imminent danger and its use for less urgent purposes might result in insufficient attention being paid to calls from ships really in need of immediate assistance. Care and discretion must be employed in its use, to prevent its devaluation in the future. Where the transmission of the Distress signal is not fully justified, use should be made of the Urgency signal. The Urgency signal has priority over all communications other than distress.
Standard ships’ message formats

32 The standard ships’ message formats given in appendix 2 should be used for all piracy/armed robbery initial and follow-up alert reports.

Lighting

33 Ships should use the maximum lighting available consistent with safe navigation, having regard in particular to the provisions of Rule 20(b) of the 1972 Collision Regulations. Bow and overside lights should be left on if it can be done without endangering navigation. Ships must not keep on deck lights when underway, as it may lead other ships to assume the ship is at anchor. Wide beam floods could illuminate the area astern of the ship. Signal projector lights can be used systematically to probe for suspect craft using the radar guidance if possible. So far as is practicable crew members on duty outside the ship's secure areas when in port or at anchor should avail themselves of shadow and avoid being silhouetted by deck lights as this may make them targets for seizure by approaching attackers.

34 It has been suggested that ships should travel blacked out except for mandatory navigation lights. This may prevent attackers establishing points of reference when approaching a ship. In addition, turning on the ship's lights as attackers approach could alert them that they have been seen, dazzle them and encourage them to desist. It is difficult, however, to maintain full blackout on a merchant ship. The effectiveness of this approach will ultimately depend in part on the level of moonlight, but primarily on the vigilance of the ship's crew. While suddenly turning on the ship's light may alarm or dazzle attackers, it could also place the crew at a disadvantage at a crucial point through temporary loss of their night vision. On balance, this approach cannot be recommended.

Secure areas

35 In accordance with the ship security plan, all doors allowing access to the bridge, engine room, steering gear compartments, officers' cabins and crew accommodation should be secured and controlled at all times and should be regularly inspected. The intention should be to establish secure areas which attackers will find difficult to penetrate. Consideration should be given to the installation of special access control systems to the ship's secure areas. Ports, scuttles and windows which could provide access to such secure areas should be securely closed and should have laminated glass, if possible. Deadlights should be shut and clipped tightly. The internal doors within secure areas which give immediate access to key areas such as the bridge, radio room, engine room and master's cabin, should be strengthened and have special access control systems and automatic alarms.

36 Securing doors providing access to, and egress from, secure or key areas may give rise to concern over safety in the event of an accident. In any situation where there is a conflict between safety and security, the safety requirements should be paramount. Nevertheless, attempts should be made to incorporate appropriate safety provisions while allowing accesses and exits to be secured or controlled.

37 Owners may wish to consider providing closed-circuit television (CCTV) coverage and recording of the main access points to the ship's secure areas, the corridors approaching the entrances to key areas and the bridge.
38. To prevent seizure of individual crew members by attackers - seizure and threatening a crew member is one of the more common means of attackers gaining control over a ship - all crew members not engaged on essential outside duties should remain within a secure area during the hours of darkness. Those whose duties necessarily involve working outside such areas at night should remain in constant communication with the bridge and should have practised using alternative routes to return to a secure area in the event of an attack. Crew members who fear they may not be able to return to a secure area during an attack, should select places in advance in which they can take temporary refuge.

39. There should be designated muster areas within the ship's secure areas where the crew can muster during an attack and communicate their location and numbers to the bridge.

Alarms

40. Alarm signals, including the ship's whistle, should be sounded on the approach of attackers. Alarms and signs of response can discourage attackers. Alarm signals or announcements which provide an indication at the point at which the attacker may board, or have boarded, may help crew members in exposed locations select the most appropriate route to return to a secure area.

Use of distress flares

41. The only flares authorized for carriage on board ship are intended for use if the ship is in distress and is in need of immediate assistance. As with the unwarranted use of the Distress signal on the radio (see paragraph 24 above), use of distress flares simply to alert shipping rather than to indicate that the ship is in grave and imminent danger may reduce their effect in the situations in which they are intended to be used and responded to. Radio transmissions should be used to alert shipping of the risk of attacks rather than distress flares. Distress flares should only be used when the master considers that the attackers' actions are putting his/her ship in imminent danger.

Evasive manoeuvring and use of hoses

42. Provided that navigational safety allows, masters should consider "riding off" attackers craft by heavy wheel movements as they approach. The effect of the bow wave and wash may deter would-be attackers and make it difficult for them to attach poles or grappling irons to the ship. Manoeuvres of this kind should not be used in confined or congested waters or close inshore or by ships constrained by their draught in the confined deep water routes found, for example, in the Malacca and Singapore Straits.

43. The use of water hoses should also be considered though they may be difficult to train if evasive manoeuvring is also taking place. Water pressures of 80 lb per square inch and above have deterred and repulsed attackers. Not only does the attacker have to fight against the jet of water but the flow may swamp his/her boat and damage engines and electrical systems. Special fittings for training hoses could be considered which would also provide protection for the hose operator. A number of spare fire hoses could be rigged and tied down to be pressurized at short notice if a potential attack is detected.

44. Employing evasive manoeuvres and hoses must rest on a determination to successfully deter attackers or to delay their boarding to allow all crew members to gain the sanctuary of secure areas. Continued heavy wheel movements with attackers on board may lessen their confidence that they will be able to return safely to their craft and may persuade them to disembark quickly. However, responses of this
kind could lead to reprisals by the attackers if they seize crew members and should not be engaged in unless the master is convinced he can use them to advantage and without risk to those on board. They should not be used if the attackers have already seized crew members.

**Firearms**

45 The carrying and use of firearms for personal protection or protection of a ship is strongly discouraged.

46 Carriage of arms on board ship may encourage attackers to carry firearms thereby escalating an already dangerous situation, and any firearms on board may themselves become an attractive target for an attacker. The use of firearms requires special training and aptitudes and the risk of accidents with firearms carried on board ship is great. In some jurisdictions, killing a national may have unforeseen consequences even for a person who believes he has acted in self defence.

**The phases of suspected or attempted piracy/armed robbery attack**

**Suspected piracy/armed robbery vessel detected**

47 Early detection of suspected attacks must be the first line of defence. If the vigilance and surveillance has been successful, a pirate/armed robbery vessel will be detected early. This is the stage at which the security forces of the nearest littoral or coastal State must be informed through the RCC, using the ships’ message format contained in appendix 2. The ship's crew should be warned and, if not already in their defensive positions, they should move to them. Evasive manoeuvres and hoses should be vigorously employed as detailed in the preparation phase.

**Being certain that piracy/armed robbery will be attempted**

48 If not already in touch with the security forces of the littoral coastal State, efforts should be made to establish contact. Crew preparations should be completed and, where a local rule of the road allows ships under attack to do so, a combination of sound and light signals should be made to warn other ships in the vicinity that an attack is about to take place. Vigorous manoeuvring should be continued and maximum speed should be sustained if navigation conditions permit.

**Pirate/armed robbery vessel in proximity to, or in contact with, own ship**

49 Vigorous use of hoses in the boarding area should be continued. It may be possible to cast off grappling hooks and poles, provided the ship's crew are not put to unnecessary danger.

**Pirates/armed robbers start to board ship**

50 Timing during this phase will be critical and as soon as it is appreciated that a boarding is inevitable all crew should be ordered to seek their secure positions.
**Pirates/armed robbers have succeeded in entering ship**

51 Early detection of potential attacks must be the first line of defence, action to prevent the attackers actually boarding the second, but there will be incidents when attackers succeed in boarding a ship. The majority of pirates and armed robbers are opportunists seeking an easy target and time may not be on their side, particularly if the crew are aware they are on board and are raising the alarm. However, the attackers may seek to compensate for the pressure of time they face by escalating their threats or the violence they employ.

When attackers are on board the actions of the master and crew should be aimed at:

.1 securing the greatest level of safety for those on board the ship;

.2 seeking to ensure that the crew remain in control of the navigation of the ship; and

.3 securing the earliest possible departure of the attackers from the ship.

52 The options available to the master and crew will depend on the extent to which the attackers have secured control of the ship, e.g. by having gained access to the bridge or engine room, or by seizing crew members who they can threaten, to force the master or crew to comply with their wishes. However, even if the crew are all safely within secure areas, the master will always have to consider the risk to the ship the attackers could cause outside those areas, e.g. by using firebombs to start fires on a tanker or chemical carrier.

53 If the master is certain that all his/her crew are within secure areas and that the attackers cannot gain access or by their actions outside the secure areas they do not place the entire ship at imminent risk, then he/she may consider undertaking evasive manoeuvres of the type referred to above to encourage the attackers to return to their craft.

54 The possibility of a sortie by a well-organized crew has, in the past, successfully persuaded attackers to leave a ship but the use of this tactic is only appropriate if it can be undertaken at no risk to the crew. For an action like this to be attempted the master must have clear knowledge of where the attackers are on the ship, that they are not carrying firearms or other potentially lethal weapons and that the number of crew involved significantly outnumbers the attackers they will face. If a sortie party can use water hoses, they stand an increased chance of success. The intention should be to encourage the attackers back to their craft. Crew members should not seek to come between the attackers and their craft nor should they seek to capture attackers as to do so may increase the resistance the attackers offer which will, in turn, increase the risk faced by members of the sortie party. Once outside the secure area, the sortie party should always stay together. Pursuit of an individual attacker by a lone crew member may be attractive but if it results in the crew member being isolated and seized by the attackers, the advantage turns to the attackers. Crew members should operate together and remain in constant communication with the bridge and should be recalled if their line of withdrawal to a secure area is threatened.
55 If the crew do apprehend an attacker, he/she should be placed in secure confinement and well cared for. Arrangements should be made to transfer him/her to the custody of officers of the security forces of a coastal State at the earliest possible opportunity. Any evidence relating to this activities should also be handed over to the authorities who take him/her into custody.

The pirates/armed robbers begin to gain control and take one or more of the ship's crew into their custody

56 If the attackers have gained control of the engine room or bridge, have seized crew members or can pose an imminent threat to the safety of a ship, the master or officer in charge should remain calm and, if possible, seek to negotiate with the attackers with the intention of maintaining the crew's control over the navigation of the ship, the safe return of any hostages they may hold and the early departure of the attackers from the ship. There will be many circumstances when compliance with the attackers' demands will be the only safe alternative and when resistance or obstruction of any kind could be both futile and dangerous.

57 In the event of attackers gaining temporary control of the ship, crew members should, if it is safe and practicable, leave Close Circuit Television (CCTV) records running.

58 As there have been occasions when entire crews have been locked up, consideration should be given to secreting equipment within areas in which the crew could be detained to facilitate their early escape.

The pirates/armed robbers have stolen property/money, etc.

59 At this stage it is essential that the pirates/armed robbers are assured that they have been given everything they demand and a strong reassurance that nothing has been secreted may persuade the pirates/armed robbers to leave.

The pirates/armed robbers start to disembark from the ship

60 If the crew are in their secure positions, it would be unwise of them to leave this security until it is confirmed that the pirates/armed robbers have left the ship.

The pirates/armed robbers have disembarked from the ship

61 A pre-arranged signal on the ship's siren will alert the crew to the "all clear".

Action after an attack and reporting incidents

62 Immediately after securing the safety of the ship and crew a post attack report (Follow-up report, as shown in Ships’ message formats in appendix 2) should be made to the relevant RCC and, through them, to the security forces of the coastal State concerned. As well as information on the identity and location of the ship, any injuries to crew members or damage to the ship should be reported as should the direction in which the attackers departed together with brief details of their numbers and, if possible, a description of their craft. If the crew have apprehended an attacker, that should also be reported in this report.
63 If an attack has resulted in the death of, or serious injury to, any person on board the ship or serious damage to the ship itself, an immediate report should also be sent to the ship's maritime Administration. In any event a report of an attack is vital if follow-up action is to be taken by the ship's maritime Administration.

64 Any CCTV or other recording of the incident should be secured. If practicable, areas that have been damaged or rifled should be secured and remain untouched by crew members pending possible forensic examination by the security forces of a coastal State. Crew members who came into contact with the attackers should be asked to prepare an individual report on their experience noting, in particular, any distinguishing features which could help subsequent identification of the attackers. A full inventory, including a description of any personal possessions or equipment taken, with serial numbers when known, should also be prepared.

65 As soon as possible after the incident, a fuller report should be transmitted to the authorities of the coastal State in whose waters the attack occurred or, if on the high seas, to the authorities of the nearest coastal State. Due and serious consideration should be given to complying with any request made by the competent authorities of the coastal State to allow officers of the security forces to board the ship, take statements from crew members and undertake forensic and other investigations. Copies of any CCTV recordings, photographs, etc. should be provided if they are available.

66 Ships should take the necessary precautions, and implement the necessary procedures to ensure rapid reporting of any case of attack or attempted attack to the authorities in the relevant coastal States to enhance the possibility of security forces apprehending the attackers.

67 Any report transmitted to a coastal State should also be transmitted to the ship’s maritime Administration at the earliest opportunity. A complete report of the incident, including details of any follow-up action that was taken or difficulties that may have been experienced, should eventually be submitted to the ship's maritime Administration. The report received by maritime Administrations may be used in any diplomatic approaches made by the flag State to the Government of the coastal State in which the incident occurred. This will also provide the basis for the report to IMO.

68 The format required for reports to IMO through maritime Administrations or international organizations is attached at appendix 4. Indeed, at present the lack of adequate and accurate reporting of attacks is directly affecting the ability to secure governmental and international action. Reports may also contribute to future refining and updating any advice that might be issued to ships.

69 Reports to the RCC, coastal State and the ship's maritime Administration should also be made if an attack has been unsuccessful.

70 Using RCCs, as recommended by IMO in MSC/Circ.597, will eliminate communication difficulties.
On leaving piracy/armed robbery threat areas

71 On leaving piracy/armed robbery threat areas, shipmasters should make certain that those spaces that need to be unlocked for safety reasons are unlocked, unrig hoses and revert to normal watchkeeping/lighting.

72 A summary of the piracy/armed robbery phases and how they may, or may not, develop is given in appendix 3.
Flow diagram for attacks in coastal waters

Flow diagram:

- **Victim ship**
  - Immediate reports
  - Follow-up reports

- **RCC of the coastal State**
  - Immediate and follow-up reports

- **RCC of adjacent coastal State**
  - Immediate reports

- **Security forces of the coastal State**
  - Immediate reports

- **Security forces of adjacent coastal State**
  - Immediate and follow-up reports

- ** IMO Members**
  - Warning - Routine
  - Piracy/armed robbery warning messages
  - IMO
  - Ships and owners

- **Flag State**
  - Owner or Operator

- **Flag State**
  - Radio/GMDSS
  - Fastest means, not radio

- **IMO**
  - Follow-up by letter, fax, email or telex

**Notes:**
- Radio/GMDSS
- Fastest means, not radio
- Follow-up by letter, fax, email or telex

**Broadcast to ships**
APPENDIX 2

SHIPS’ MESSAGE FORMATS

Report 1 - Initial message - Piracy/armed robbery attack alert

1 Ship's name and, callsign, IMO number, INMARSAT IDs (plus ocean region code) and MMSI

MAYDAY/DISTRESS ALERT (see note)

URGENCY SIGNAL

PIRACY/ARMED ROBBERY ATTACK

2 Ship's position (and time of position UTC)

Lat: Longitude
Course Speed KTS

3 Nature of event

Note: It is expected that this message will be a Distress Message because the ship or persons will be in grave or imminent danger when under attack. Where this is not the case, the word MAYDAY/DISTRESS ALERT is to be omitted.

Use of distress priority (3) in the INMARSAT system will not require MAYDAY/DISTRESS ALERT to be included.

Report 2 - Follow-up report - Piracy/armed robbery attack alert

1 Ship's name and, callsign, IMO number

2 Reference initial PIRACY/ARMED ROBBERY ALERT

3 Position of incident

Lat: Longitude
Name of the area

4 Details of incident, e.g.:
While sailing, at anchor or at berth?
Method of attack
Description/number of suspect craft
Number and brief description of pirates/robbers
What kind of weapons did the pirates/robbers carry?
Any other information (e.g. language spoken)
Injuries to crew and passengers
Damage to ship (Which part of the ship was attacked?)
Brief details of stolen property/cargo
Action taken by the master and crew
Was incident reported to the coastal authority and to whom?

Action taken by the Coastal State

5 Last observed movements of pirate/suspect craft, e.g.:
   Date/time/course/position/speed

6 Assistance required

7 Preferred communications with reporting ship, e.g.:
   Appropriate Coast Radio Station
   HF/MF/VHF
   INMARSAT IDs (plus ocean region code)
   MMSI

8 Date/time of report (UTC)
# APPENDIX 3

"PHASES" RELATED TO VOYAGES
IN PIRACY AND ARMED ROBBERY THREAT AREAS

<table>
<thead>
<tr>
<th>Phase Symbol</th>
<th>Phase Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Approaching a piracy/armed robbery threat area (1 hour prior to entering)</td>
</tr>
<tr>
<td>B</td>
<td>Entering a piracy/armed robbery threat area</td>
</tr>
<tr>
<td>C</td>
<td>Inside a piracy/armed robbery threat area, but no suspect piracy/armed robbery vessel detected</td>
</tr>
<tr>
<td>D</td>
<td>Inside a piracy/armed robbery threat area: suspect piracy/armed robbery vessel detected</td>
</tr>
<tr>
<td>E</td>
<td>Certainty that piracy/armed robbery will be attempted</td>
</tr>
<tr>
<td>F</td>
<td>Pirate/armed robbery vessel in proximity to, or in contact with, own ship</td>
</tr>
<tr>
<td>G</td>
<td>Pirates/armed robbers start attempts to enter ship</td>
</tr>
<tr>
<td>H</td>
<td>Pirates/armed robbers have succeeded in entering ship</td>
</tr>
<tr>
<td>I</td>
<td>Pirates/armed robbers have one or more of the ship's personnel in their control/custody</td>
</tr>
<tr>
<td>J</td>
<td>The pirates/armed robbers have gained access to the bridge or the master's office</td>
</tr>
<tr>
<td>K</td>
<td>The pirates/armed robbers have stolen property/money etc</td>
</tr>
<tr>
<td>L</td>
<td>The pirates/armed robbers start to disembark</td>
</tr>
<tr>
<td>M</td>
<td>The pirates/armed robbers have disembarked</td>
</tr>
<tr>
<td>N</td>
<td>The pirate/armed robbery vessel is no longer in contact with the ship</td>
</tr>
<tr>
<td>O</td>
<td>Own ship leaves the piracy/armed robbery threat area</td>
</tr>
</tbody>
</table>
APPENDIX 4

FORMAT FOR REPORTING TOIMO THROUGH MARITIME ADMINISTRATIONS OR INTERNATIONAL ORGANIZATIONS

2* Ship's name and IMO number
   Type of ship
   Flag
   Gross tonnage
3 Date and time
4 Latitude Longitude
   Name of the area**
   While sailing, at anchor or at berth?
5 Method of attack
   Description/number of suspect craft
   Number and brief description of pirates/robbers
   What kind of weapons did the pirates/robbers carry?
   Any other information (e.g. language spoken)
6 Injuries to crew and passengers
   Damage to ship (Which part of the ship was attacked?)
   Brief details of stolen property/cargo
7 Action taken by the master and crew
8 Was incident reported to the coastal authority and to whom?
9 Reporting State or international organization
10 Action taken by the Coastal State

* Corresponding to the column numbers in the annex to the IMO monthly circulars

** The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

“Piracy consists of any of the following acts:
   (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
      (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
      (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
   (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
   (c) any act inciting or of intentionally facilitating an act described in sub-paragraph (a) or (b).”
APPENDIX 5

DECALOGUE OF SAFETY

1  Watch over the ship and the cargo

   It is the duty of every Master to take care of the cargo and take precautionary measures for the complete safety of the ship, as well as that of the activities carried out on board by the crew or other persons employed on board. All crew members should co-operate in the vigilance, in their own interests, communicating any suspicious activity to the Officer of the Watch.

2  Illuminate the ship and its side

   Keep the ship illuminated, particularly, the outer side and the whole length of the deck, using high powered floodlights. Bad visibility impedes the action of the watchmen, constituting a favourable factor for unlawful activities. Do not forget what is recommended in rules 2 and 30 of the COLREG.

3  Establish communication for outside support

   Whenever possible, install a telephone line with easy access for the watchman or crew member on duty. Ask for assistance by the telephone.

   Remember also the list of stations which will be on permanent watch on VHF - channel 16. These stations can forward the request for assistance to the competent authorities.

4  Control of accesses to the cargo and to living quarters

   The Master's cabin is one of the main objectives of the assailants who are looking for money and the master keys to other living quarters, to steal the crew's personal effects of value and nautical equipment from the bridge. The cabins and other living quarters should be kept locked whenever their occupants are absent.

   Normally cargo will only be the object of robbery or theft if the criminals have advance knowledge of the contents, through information collected by unscrupulous persons who have access to the bill of lading. Attempt to stow the containers with valuable cargo in a manner to obstruct their doors. Isolate the means of access to the ship and also the accesses to the internal areas, creating a sole way of entry and exit by the gangway, guaranteeing its control by the watchman posted there.

5  Keep the portholes closed

   Open portholes can be an easy access to clever criminals: close them with the clips in place always when you leave. Try also, to keep the accesses to internal areas locked, guaranteeing the entry and exit by the gangway watchman.
6 Do not leave valuables exposed

Try to reduce the opportunities of robbery by putting all portable equipment which is not in use to its place of storage. Valuables left exposed tempt opportunistic thieves, keep them in safe place under lock and key.

7 Keep the gangways raised

At anchorages and in port, make the access difficult by keeping the gangways and rope ladders raised. In port, only leave the gangway to the dockside down.

8 In case of an assault

I - do not hesitate to sound the ship's general alarm in case of a threat of assault;

II - try to keep adequate lighting to permanently dazzle the opponents, in case of an attempt by strangers to climb the ship's side;

III - raise the alarm, by VHF - channel 16, to the ships in the area and to the permanent watch system of the authorities ashore (cite the existing structure in the port). The efficiency of assistance by the security forces depends on an early alarm;

IV - sound the alarm with intermittent blasts on the siren and use visual alarms with floodlights and signalling rockets;

V - if appropriate, to protect the lives of those onboard, use measures to repel the boarding by employing powerful floodlights for dazzling the aggressors or using jets of water or signalling rockets against the areas of boarding; and

VI - do not attempt any heroic acts.

9 Keep the contracted watchmen under the control of the officer of the watch

Demand a good watchman service. Make them identify all persons that enter and leave the ship. Recommend that the crew co-operate with the control. Do not allow the watchman to leave the gangway, unless he is relieved by another watchman or a crew member.

10 Communicate to the police any occurrence relating to robbery, theft or assault

Occurrences involving assault or robbery should be communicated to the Security forces, for the pertinent legal steps to be taken.

This information will make possible the study of measures to be adopted for the prevention and combat of these crimes, contributing to guaranteeing the safety of the crew and the ship.
# Annex 2

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<td>Marine Department Marine Emergency &amp; Maritime Rescue Coordination Centre</td>
<td>+852-2233-7999</td>
<td>+852-2541-7714</td>
<td>VHF Ch.16 DSC frequencies 156.525MHz 2187.5kHz 4207.5kHz 6312.0kHz 8414.5kHz 12577.0kHz 16804.5kHz</td>
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<td>+91-11-4933727</td>
<td>+91-22-4379201</td>
<td>011-71381 BMCG IN</td>
<td>E-mail: <a href="mailto:cgmumbai@bom3.vsnl.net.in">cgmumbai@bom3.vsnl.net.in</a></td>
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<td>+91-44-5365437</td>
<td>VHF CH16</td>
<td>041-6063 MSCG IN</td>
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# LIST OF IMMEDIATE AND POST ATTACK REPORTS RECIPIENTS FOR WHEN INCIDENTS OCCUR

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# LIST OF IMMEDIATE AND POST ATTACK REPORTS RECIPIENTS FOR WHEN INCIDENTS OCCUR

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Harbour and Pleasure Craft Community
Shipping Community

SAFETY AT SEA OFF BEDOK JETTY

1 Bedok Jetty is operated by the National Parks Board (NParks). It is a popular spot for anglers engaging in recreational fishing with rods and lines. Fishing lines in the water are hidden threats and anglers had raised concerns about the safety of craft and boaters moving around the jetty.

2 Anglers at the jetty have been facing difficulty in their fishing activity. Craft have been found laying fishing nets and traps in the waters around the jetty. These nets and traps often get entangled with the fishing lines and are also navigational hazards to other craft using the area. MPA and NParks have taken steps to make it safe for both anglers and craft. Hence, the area around Bedok Jetty shall be declared as prohibited area for craft.

3 For the safety of boaters and their craft, the Port Master in pursuant of regulation 53 of the MPA (Pleasure Craft) Regulations and regulation 45(2) of the MPA (Port) Regulations, hereby prohibits with immediate effect until such time as he may determine, all craft from entering an area of 30 metres from Bedok Jetty. The prohibited area is shown in the attached plan. Permission from the Port Master must be sought for craft engaged in the maintenance of the jetty to enter into the above area. However, this prohibition shall not affect the restriction or prohibition imposed by MINDEF during military exercises and manoeuvres at the jetty.

4 For queries regarding this circular, please call the undersigned at Tel No. 63252471.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
1. In exercise of the powers conferred under Section 43(c) of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170 A), the Port Master hereby prohibits all vessels from entering, anchoring, mooring, transiting or being in the subject area unless permitted by the Port Master in writing. The Port Master, in granting permission may impose time or location-specific restrictions and other conditions as the Port Master may determine. This directive is without prejudice to the Port Master’s powers to regulate the movements and use of vessels, which may be exercisable without notice.

2. The prohibited area referred to in paragraph 1 is the sea area surrounding Pulau Satumu with a radius of 300 metres around the lighthouse, outside the limits of the live firing area. Please see attached plan.

3. This directive takes effect from 1200 hours on 30 May 2003.

CHUA ENG KAT
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel  : 63252498
Fax  : 63252454
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 17 of 2003

25 Apr 2003

Pleasure Craft Community

DECLARATION OF INFORMATION BY PLEASURE CRAFT DEPARTING SINGAPORE

1 This Circular supersedes Port Marine Circular No 9 of 2003.

2 In exercise of the powers conferred under Section 44(1) of the Act, the Port Master hereby directs that with immediate effect the owners, agents or masters of all pleasure craft and visiting yachts intending to depart from Singapore are to declare the following voyage information on the attached chartlet when applying for Port Clearance:

   a. Destination;
   b. Estimated date/time of departure from Singapore;
   c. Estimated date/time of return to Singapore; and
   d. Planned route of the trip (to be drawn onto the attached chartlet).

3 Electronic Port Clearance users are to send the chartlet to the Maritime Rescue Coordination Centre (MRCC) either by email (pocc@mpa.gov.sg) or at Fax No. 6227 9971. For further enquiries on this circular, please contact MRCC Duty Officer at Tel: +65 6226 5539.

4 Managements of Marinas and sea sport centres are advised to bring this notice to the attention of its boating members and reciprocal clubs. Failure to comply with this notice shall constitute an offence under Section 50 of the Act and Regulation 54 of the Regulations.

EDMUND WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Contact detail revised on 27 Oct 2016
RECOMMENDED ROUTES AND SPEED LIMITS FOR REGIONAL FERRIES

1. In the interest of navigational safety, all regional ferries are currently following recommended routes when entering, leaving or navigating within the port. Ferries are also required to comply with the speed limits in certain parts of our port waters.

2. To enhance safety and port security, the existing recommended routes and speed limits for regional ferries have been revised as follows:

**Recommended Routes**

(a) Ferries inbound for or outbound from Tanah Merah Ferry Terminal (TMFT) are to use the new route as specified in para 1 and 2 of Appendix 1 and shown in Chartlet A. The new route is about 3 to 4 nautical miles west of the old route. To assist ferry masters approaching TMFT from the south, a pillar buoy Fl (4) Y 10s named “Ferry buoy” has been installed in position Lat 01° 16.63’N Long 103° 58.71 E to mark the entrance of the approach channel.

(b) Ferries from the west (eg Tg Batu, Tg Balai, Kukup) inbound for or outbound from Regional Ferry Terminal (RFT) in World Trade Centre are to use the new route via Sisters Channel for inbound traffic and via Jong Fairway for outbound traffic as specified in para 3 and 4 of Appendix 1 as shown in Chartlet B.
3. There is no change to the recommended routes for ferries from the south (eg Sekupang, Batu Ampar) inbound or outbound to/from RFT in World Trade Centre as specified in para 5 and 6 of Appendix 1 as shown in Chartlet B.

Speed Limits

4. Pursuant to Section 43 (c) of the Maritime and Port Authority of Singapore Act (Cap. 170A) (the “Act”) and Regulation 33 of the Maritime and Port Authority of Singapore (Port) Regulations (the "Regulations"), the Port Master hereby implements the speed limits for regional ferries at the following parts of the recommended routes as follows:

(a) **Ferries inbound and outbound for/from Tanah Merah Ferry Terminal (TMFT)**

(See Chartlet A)

Approaches to TMFT [between Point (A) and TMFT] - **6 knots**

(b) **Ferries inbound for Regional Ferry Terminal (RFT) from the South (eg Sekupang, Batu Ampar) and the West (eg Tg Balai, Tg Batu, Kukup, Karimun)**

(See Chartlet B)

1. Point (6) at the port limit including Sisters Fairway and the waters off Pulau Sentosa to Point (1) off Keppel Head - **16 knots** during the day and **12 knots** during the hours of darkness (1900 hours to 0700 hours).

2. Inside Cruise Bay - **6 knots**

(c) **Ferries outbound from Regional Ferry Terminal (RFT) to the South (eg Sekupang, Batu Ampar)**

(See Chartlet B)

1. Inside Cruise Bay - **6 knots**

2. Point (1) off Keppel Head to Point (5) at the port limit including the waters of Pulau Sentosa, Buran Channel and East Keppel Fairway - **16 knots** during the day and **12 knots** during the hours of darkness (1900 hours to 0700 hours).

(d) **Ferries outbound from Regional Ferry Terminal (RFT) to the West (eg Tg Balai, Tg Batu, Kukup, Karimun)**

(See Chartlet B)

1. Inside Cruise Bay - **6 knots**

2. Point (1) off Keppel Head to Point (8) in the West Keppel Fairway - **12 knots**
(3) Point (8) in West Keppel Fairway to Point (9) at the port limit including Jong Fairway -**16 knots** during the day and **12 knots** during the hours of darkness (1900 hours to 0700 hours).

5 Failure to comply with this notice shall constitute offences under Section 50 of the Act and/or Regulation 78 of the Regulations.

6 The above recommended ferry routes and speed limits will take effect from 06 Jan 2003. Ferry masters are reminded to comply with the Merchant Shipping (Prevention of Collisions at Sea) Regulations 1972, as amended and the speed limits as stipulated above. They are also reminded to exercise caution when entering and leaving port.

7 Port Marine Circular No. 89 of 1997, No. 42 of 1998 and No 8 of 2000 are hereby cancelled.

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CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Tel : 6325 2455
Fax : 6325 2454
EASTERN SECTOR (See attached Chartlet A)

1 RECOMMENDED ROUTE FOR FERRIES INBOUND FOR TANAH MERAH FERRY TERMINAL (TMFT) FROM THE SOUTH

The recommended route is:

from a position in (B) Lat. 1° 16.34’N Long. 103° 58.84’E
to a position in (A) Lat. 1° 18.30’N Long. 103° 58.84’E

2 RECOMMENDED ROUTE FOR FERRIES OUTBOUND FROM TMFT TO THE SOUTH

The recommended route is:

from a position in (A) Lat. 1° 18.30’N Long. 103° 58.84’E
to a position in (B) Lat. 1° 16.34’N Long. 103° 58.84’E

NB: The numbers in brackets provide positional references in the chartlets.

CENTRAL & WESTERN SECTORS (See attached Chartlet B)

3 RECOMMENDED ROUTE FOR FERRIES INBOUND FOR REGIONAL FERRY TERMINAL (RFT) FROM THE WEST (TG BATU, TG BALAI, KUKUP)

The recommended route is:

from a position in (7) Lat. 1° 11.58’N Long. 103° 49.50’E
to a position in (6) Lat. 1° 12.40’N Long. 103° 51.10’E
to a position in (2) Lat. 1° 14.05’N Long. 103° 49.73’E
to a position in (1) Lat. 1° 15.59’N Long. 103° 48.22’E

4 RECOMMENDED ROUTE FOR FERRIES OUTBOUND FROM RFT BOUND TO THE WEST (TG BATU, TG BALAI, KUKUP, KARIMUN)

The recommended route is:

from a position in (1) Lat. 1° 15.59’N Long. 103° 48.22’E
to a position in (8) Lat. 1° 14.75’N Long. 103° 46.30’E
to a position in (9) Lat. 1° 11.50’N Long. 103° 49.01’E
5 RECOMMENDED ROUTE FOR FERRIES INBOUND FOR RFT FROM THE SOUTH

The recommended route is:

- from a position in (6) Lat. 1° 12.40'N Long. 103° 51.10'E
- to a position in (2) Lat. 1° 14.05'N Long. 103° 49.73'E
- to a position in (1) Lat. 1° 15.59'N Long. 103° 48.22'E

6 RECOMMENDED ROUTE FOR FERRIES OUTBOUND FROM RFT TO THE SOUTH

The recommended route is:

- from a position in (1) Lat. 1° 15.59'N Long. 103° 48.22'E
- to a position in (2) Lat. 1° 14.05'N Long. 103° 49.73'E
- to a position in (3) Lat. 1° 14.31'N Long. 103° 50.44'E
- to a position in (4) Lat. 1° 14.82'N Long. 103° 51.08'E
- to a position in (5) Lat. 1° 13.02'N Long. 103° 52.54'E

NB: The numbers in brackets provide positional references in the chartlets.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 2 OF 2003

2 Jan 03

Pleasure Craft Community
Harbour Craft Community

DESIGNATED ROUTES FOR PLEASURE CRAFT AND VISITING YACHTS ARRIVING AND DEPARTING SINGAPORE

1 In exercise of the powers conferred under Section 43(c) of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170A) (the “Act”), the Port Master hereby requires all pleasure craft and visiting yachts arriving at and departing from Singapore to use the recommended routes as shown in the attached chartlet with effect from 6 Jan 2003. This is to enhance port security.

2 The chartlet shows the routes originating from various marinas such as Raffles Marina, Republic of Singapore Yacht Club, Keppel Marina, Punggol Marina and SAF Yacht Club. Pleasure craft and visiting yachts that do not come from these marinas are also required to use the appropriate recommended route by taking the shortest and safest route to join it.

Safety Precautions

3 We wish to remind owners of pleasure craft leaving port to take note of the following precautionary measures:

(a) Inform your family or friends about your trip and provide them with at least the following information:
  - expected departure date and time of leaving port,
  - destinations,
  - expected date and time of return,
  - the number of persons on board and their names;

(b) Restrict your activities to daylight hours;

(c) Keep a good look-out at all times whilst on passage;
(d) Go out in a group whenever possible;

(e) Equip your craft with appropriate radio communication equipment such as VHF Radio and in the event of an emergency report to the Singapore Authorities as follows:

**Singapore Port Operations Control Centre (Maritime and Port Authority of Singapore)**

VHF Radio : Ch 10, 14, 73  
Telephone : (65) 6325-2493 / (65) 6325-2494

**Singapore Police Coast Guard**

VHF Radio : Ch 7, 16  
Telephone : (65) 6337-5540 / (65) 6377-5539

(f) In your emergency report, provide the name and location of craft, type of emergency, number of persons on board and nature of assistance required;

(g) Install a 406 MHz Emergency Positioning Indicating Radio Beacon (“EPIRB”) on board. The EPIRB can be activated in an emergency to automatically transmit the craft position and to alert shore Authorities for quick deployment of Search and Rescue resources; and

(h) Comply with all the government formalities required for leaving and entering ports including those of the countries you are visiting (such as port clearance, permits, immigration, customs etc).

4 The respective management of each marina is advised to bring this notice to the attention of its boating members and reciprocal clubs. Failure to comply with this notice shall constitute an offence under Section 50 of the Act.

5 Port Marine Circulars 9 of 2000 and No. 29 of 2001 are hereby cancelled.

CHAN KENG NEE  
for PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE  
Tel : 6325 2455  
Fax : 6325 2454
Pleasure Craft Community

IMMIGRATION CLEARANCE FOR FOREIGN YACHTS AND PLEASURE CRAFT

1 With effect from 1 May 2002, all arriving/departing foreign yachts and pleasure craft are required to first anchor at either Western Quarantine & Immigration Anchorage or Changi General Purposes Anchorage (as shown in Appendix 1) for immigration clearance on board.

2 The Immigration Officer will conduct face-to-face check on all persons on board and their passports. A Landing Pass will be issued, if required.

3 Foreign yachts and pleasure craft requiring immigration clearance are to display the appropriate flag and signal by day and two green lights in a vertical line by night (as shown in Appendix 2). The immigration office may also be contacted on VHF Channel 14.

4 For clarification and enquiries on immigration matters, please contact the Seamen’s Section at Tel: 6391 6477, Fax: 6293 6753/8.

HENRY HENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel: 6325 2477
Fax: 6325 2454
Appendix 2

By Day

2

5

By Night

- Green Light

- Green Light
IMMIGRATION CLEARANCE ON BOARD
VESSELS BOUND FOR SHIPYARDS OR WATERFRONT FACILITIES

1 From 1 Apr 2002, all arriving vessels bound for the shipyards or any waterfront facilities are required to first anchor at designated anchorages for immigration clearance on board. Shipyards and waterfront facilities refer to any premises that are located on the coast of mainland Singapore along the East Johor Strait, West Jurong Channel and East Jurong Channel including Tuas Bay, Northern Tuas Basin, Southern Tuas Basin, Gul Basin, Benoi Basin, Selat Samulun, Jurong River, Pandan River and have berthing facilities for vessels. PSA wharves, Cruise terminal, Ferry terminals and Jurong Fishery Port are excluded.

2 The designated anchorages (as shown in Appendix 1) for immigration clearances are as follows:

(a) For vessels bound for shipyards and facilities located west of Jurong Island Road Link:

i) West Jurong Anchorage (for general cargo vessels, tugs, barges, gas-free tankers, dredgers);

ii) LNG/LPG/Chemical Gas Anchorage (for LNG carrier, LPG carriers, chemical tankers and oil tankers); and

iii) Sudong Special Purpose Anchorage (for VLCC above 75,000 GT).
(b) For Vessels bound for shipyards and facilities located east of Jurong Island Road Link:

i) Western Quarantine & Immigration Anchorage (for general cargo vessels, tugs and barges); and

ii) Western Petroleum B Anchorage (for oil tankers).

(c) Vessels bound for shipyards and facilities located in the East Johor Strait are to use the Changi General Purposes Anchorage.

3 While on board, the Immigration officer will check all the crewmembers face-to-face and their passports/seamen books. Landing Pass will be issued to those eligible crewmembers who are going ashore through shipyards or private wharves.

4 Shipowners, agents and masters of vessels are advised to obtain immigration clearance on board at the designated anchorages immediately on arrival, if the vessel intends to call at any shipyards or waterfront facilities in Singapore.

5 Vessels requiring immigration clearance are to display the appropriate flag signal by day and 2 green lights in a vertical line by night as shown in Appendix 2. The Immigration office may also be contacted on VHF Ch 14.

6 To prevent unauthorised persons from landing and the smuggling of prohibited items through the shipyards and waterfront facilities, Police would recommend that perimeter fencing and security measures be adopted.

7 For clarification and enquiries please contact: -

(a) Seamen’s Section at Tel: 63916477, Fax: 62936753/8 on Immigration matters.

(b) Police Security Planning at Tel: 64784036, Fax: 62506306 for security advice and Tel: 999 for police response.

(c) Port Master’s Department (MPA) at Tel: 63252477/63252369, Fax: 63252454 on port safety matters.

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEMPORARY HOLDING ANCHORAGE FOR BARGES LOADED WITH SAND / GRANITE OFF CHANGI (ACBTH)

1. In exercise of the powers conferred under Section 43 of the MARITIME AND PORT AUTHORITY OF SINGAPORE ACT (CHAPTER 170A), the Port Master hereby declares that a new temporary holding anchorage will be designated off Changi. This anchorage is for the exclusive use of barges loaded with sand/granite waiting to proceed to an approved aggregate terminal in the East Johor Strait.

2. This temporary holding anchorage which will come into effect from 0800 hours (Local Time) on 1 Apr 2002, will be named as the Changi Barge Temporary Holding Anchorage (Abbreviated Code: ACBTH). A Yellow Pillar buoy (FL Y 6s) has been laid to demarcate the western boundary (Point D) of this anchorage. (Please refer attached Chartlet as Appendix 1).

3. The above anchorage is bounded by a line joining the following geographical positions:

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<td>(C)</td>
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<td>(D)</td>
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CONDITIONS OF USE

4. The following conditions must be strictly complied with when using the temporary holding anchorage:

   (a) Only barges loaded with sand/granite for discharge and proceeding to an approved aggregate terminal such as the Pasir Ris Aggregate Terminal (PRAT) will be permitted to anchor and wait at this anchorage;
(b) Tug/barge operators are required to submit the Advance Notification of Arrival in the format shown in Appendix 2 by fax to Sembawang Control at least 6 hours before the Estimated Time of Arrival (ETA) of the tow at Eastern Buoy;

(c) The use of the temporary holding anchorage is confined between the hours of 0700 hours and 1600 hours daily. All tows must leave this anchorage by 1600 hrs;

(d) The maximum number of barges permitted at this holding anchorage at any one time shall be 8;

(e) There shall be at least one tug to attend to the barge while at this anchorage;

(f) Masters of craft shall comply with the East Johor Strait Reporting Procedure as per PMC 17 of 2001 and maintain a listening VHF watch on Ch 21 whilst at this anchorage; and

(g) To comply with any Immigration Clearance Procedures for arriving vessels in port accordingly.

HEIGHT RESTRICTED AREA OF CHANGI AIRPORT

5 When using this anchorage, masters are advised to take note of the existence of the 15 metre Height Restricted Area of Changi Airport, located just northwest of this anchorage. Masters are to ensure that their craft do not encroach into the height restricted area.

PRECAUTIONS WHEN CROSSING THE SINGAPORE STRAIT

6 For safety of navigation, masters of barges under tow when crossing or navigating in the Singapore Strait are reminded to comply with Rule 10 (Traffic Separation Schemes) of the International Regulations for Preventing Collisions at Sea, 1972. Tows are also advised to display the proper navigation lights during the hours of darkness or in restricted visibility when crossing the Traffic Separation Scheme of the Singapore Strait.
Note:
This chartlet is for illustration only and must not be used for navigation.

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<td>D</td>
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ADVANCE NOTIFICATION OF ARRIVAL FOR BARGES LOADED WITH SAND/GRANITE INTENDING TO PROCEED TO AN APPROVED AGGREGATE TERMINAL IN THE EAST JOHOR STRAIT

To: Duty Officer
Sembawang Control:
Fax No: 6542-5202

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<tr>
<td>3. Draft</td>
</tr>
<tr>
<td>4. Height</td>
</tr>
<tr>
<td>5. ETA</td>
</tr>
<tr>
<td>6. Last Port</td>
</tr>
<tr>
<td>7. Direction from</td>
</tr>
<tr>
<td>8. Destination</td>
</tr>
<tr>
<td>9. Agent</td>
</tr>
<tr>
<td>10. Pager</td>
</tr>
<tr>
<td>11. Handphone</td>
</tr>
</tbody>
</table>

*This Advance Notification is to be faxed to SEMBAWANG CONTROL at least 6 hours prior to the vessel's arrival at Eastern Buoy.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 10 of 2002

8 Mar 2002

The Shipping Community

The Harbour Craft Community

SAFETY DISTANCES AND EXPLOSIVES QUANTITY FOR VESSELS ANCHORING AT THE SUDONG EXPLOSIVE ANCHORAGE (ASUEX)

Please refer to Port Marine Circular No 9 of 2002 dated 8 Mar 2002.

2 Pursuant to Regulations 82(3) of the Maritime and Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 1997, the Port Master hereby directs that the minimum safety distance to be observed between vessels anchored in the ASUEX is 400 metres.

3 Any vessel which intends to load or unload or carry on board any MPA Group I explosive cargoes in the ASUEX is advised not to load or unload or carry in excess of the following quantity and types of explosives per vessel:

<table>
<thead>
<tr>
<th>Types of Explosives</th>
<th>Maximum Net Explosives Quantity Per Vessel</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPA Group I of Hazard Division 1.1. or 1.5 only</td>
<td>500 tonnes</td>
</tr>
</tbody>
</table>

Note: The 'Maximum Nett Explosives Quantity Per Vessel' shall be the aggregate of the total amount of MPA Group 1 explosives on the vessel plus those amount(s) on board other craft such as lighters tied alongside such vessel, if any.

4 Port Marine Circular No 70 of 1997 is hereby superseded.

LEE CHENG WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel No. 65-63252478
Fax No. 65-63252454
STANDARDS FOR PORT LIMIT TANKERS

1. The ‘Standards for Port Limit Tankers’ were implemented from 1 Jan 1994 to improve the operational efficiency and enhance the productivity of bunkering operations in the port. Only ‘SB’ licensed port limit tankers that meet the ‘Category A’ standards have been allowed to supply bunkers to vessels in the port since 1 Jan 2001.

2. Currently, masters of all ‘Category A’ ‘SB’ licensed port limit tankers are required to attend and successfully complete the ‘Port Limit Tanker Masters Course’ (PLTMC) conducted by MPA. Upon the successful completion of the PLTMC, the masters will be issued with a Certificate valid for a 2-year period. The Certificate can be renewed every two years provided the holder has served at least one year on a port limit tanker.

3. With effect from 1 Jun 2002, all masters holding the PLTMC are required to attend and successfully complete the Port Limit Tanker Masters (Refresher) Course if they wish to continue serving on board a ‘Category A’ ‘SB’ licensed port limit tanker at the end of the 2-year validity period. This 4-hour refresher course will be conducted at the MPA’s Integrated Simulation Centre (ISC).

4. For information on the above mentioned courses, please contact the following:
INTEGRATED SIMULATION CENTRE
TRAINING DIVISION
MARITIME AND PORT AUTHORITY OF SINGAPORE
500 DOVER ROAD
SINGAPORE 139651
(Next to Block T1A, Singapore Polytechnic)

Tel No: (65) 874-7669
Fax No: (65) 874-7666

5 Any query concerning this circular may be directed to Port Master’s Department at Telephone Nos. 3252471/3252476 or Fax No 3252807.

LEE CHENG WEE
for DIRECTOR-GENERAL
MARITIME AND PORT AUTHORITY OF SINGAPORE
Shipping Community

Harbour Craft Community

PASSENGER FERRY SAFETY COURSE

1. Currently, masters who wish to serve on regional passenger ferries operating to and from the port of Singapore are required to successfully complete the Passenger Ferry Safety Training Course and an interview. The masters would then be issued with a Letter of Interview (LOI).

2. With effect from 01 April 2002, masters who wish to serve on regional passenger ferries irrespective of port of registry operating to and from the port of Singapore, will be required to attend a Passenger Ferry Safety Course conducted by MPA at the Integrated Simulator Centre. This is a one-day course comprising 4 hours of classroom lectures and 3 hours of training/assessment on the Full Mission Shiphandling Simulator (FMSS). Upon the successful completion of this course, these masters will be issued with the Passenger Ferry Safety Certificate valid for a period of two (2) years.

3. Masters who wish to continue to serve on the regional passenger ferries are also required to attend the Passenger Ferry Safety Refresher Course to re-validate the certificate every 2 years. This refresher course will also be conducted at the MPA’s Integrated Simulator Centre.

4. Existing ferry masters, who hold the Letter of Interview (LOI) and Certificate of Recognition (COR) issued by MPA or those holding certificates of competency or Type Rating Certificate issued by MPA, are required to attend the Passenger Safety Refresher Course and obtain the certificate before 01 April 2004. Subsequently, they are also required to attend the refresher course every 2 years to re-validate the certificate.
5. For information on the above-mentioned course, please contact the following:

   Tel No.      -     (65) 874-7669  
   Fax No.      -     (65) 874-7666  
   Address      -     INTEGRATED SIMULATOR CENTRE  
                 SINGAPORE POLYTECHNIC  
                 (next to Block T1A)  
                 500 DOVER ROAD  
                 SINGAPORE 139651

6. Any queries on this circular should be directed as follows:

   (a) Investigation & Certification Department on Tel Nos. 375-6221 or 375-6222, 375-6211 for Singapore-registered regional passenger ferries; and

   (b) Port Master Department on Tel Nos. 325-2471/325-2476 for foreign-registered regional passenger ferries.

LEE CHENG WEE  
for PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel No. 325-2478  
Fax No. 325-2454
A) INTRODUCTION OF VESSEL MOVEMENT ALERT AND VESSEL MOBILE SERVICES

B) DISCONTINUATION OF (1) VESSEL ENQUIRY SERVICE and (2) FAXING OF PORT MARINE CIRCULARS & PORT MARINE NOTICES

1 As part of our efforts to provide a better service to the shipping community, we plan to roll out two wireless information services to port users who are always on the move. These two services are called Vessel Movement Alert Service and Vessel Mobile Service.

2 The Vessel Movement Alert Service allows the users to request for updates of ETA (estimated time of arrival), ETD (estimated time of departure) and current location of specific vessels when certain operational events occur. Examples of such events are change in ship’s ETA, when the vessel has arrived in port, when the vessel is due to depart or has departed. Users can indicate through the MARINET the list of vessels and the type of events which are of interest to them. Users can also choose to be alerted through a pager or mobile phone. The Vessel Mobile service allows the users to choose a specific vessel on his mobile phone, and request the information to be sent to him on SMS (short message service). The advantage of this service is that the user can select the vessel on the move.

3 The Vessel Movement Alert Service has been made available to MARINET subscribers on 6 Dec 2001. To use the service, the user needs to logon to MARINET and indicate the name of the vessel and the operation events that he wants the system to alert him. The service is located on the main menu of MARINET under the “Vessel and Shipping Information” component. The Vessel Mobile Service will be rolled out on 1 March 2002.
In view of the economic downturn, the charges for the new services which will only start wef 1 Jul 2002 are as follows:

**Vessel Movement Alert Service**
(a) Paging: $0.15 per page with message; and  
(b) SMS : $0.20 per message sent.

**Vessel Mobile Service**
$0.20 per SMS message sent.

**Vessel Enquiry Service (VES)**

The present VES which is an automated telephone answering service is 10 years old. The system is obsolete and the retrieval of information is cumbersome and unfriendly. The VES will be discontinued wef 1 Jul 2002. It will be replaced with the Vessel Movement Alert and Vessel Mobile Services from **1 July 2002**. These two new services are far more superior than the VES as they provide users with a faster and convenient means of obtaining vessel information when the customer is on the move. For cruise vessel arrivals/departures, port-users can continue to make enquires by calling the Singapore Cruise Centre's hotline number at 321-2803 or accessing its website at "singaporecruise.com.sg".

**Port Marine Circulars (PMCs) And Port Marine Notices (PMNs)**

All PMCs and PMNs have been posted on MPA's website [www.mpa.gov.sg](http://www.mpa.gov.sg) since early 1999 to facilitate greater convenience for the shipping and harbour craft communities. Taking into account that most of the shipping companies and agencies are MARINET subscribers and others have easy access to the Internet, the current practice of faxing PMCs/PMNs to the shipping and harbour craft communities will be discontinued wef 1 July 2002. An administrative charge of $10 per copy will continue to be levied if requests for faxed copies of the PMCs/PMNs are required.

Should you need any enquiries or assistance, please call the following telephone numbers:

(a) On introduction of Vessel Movement Alert and Vessel Mobile Services : MARINET Helpdesk Service Tel No 375-1255

(b) On discontinuation of VES and PMCs/PMNs : Tel Nos 375-1296 or 325-2458

M SEGAR  
PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE
Landing Place for Explosives and Dangerous Goods at Tuas Jetty

Former Port Marine Circular No. 69 of 1997 is hereby cancelled. This is a reproduction of the circular with amendments.

2. Masters, agents, owners of vessels and harbour craft operators are advised that the landing place for explosives and dangerous goods is at the Tuas Jetty (see chartlet).

3. The landing place consists of a ‘T’-shaped jetty extending about 860m from the shoreline and a ramp. The maximum draft alongside the jetty head and the ramp shall not exceed 6 metres and 2.2 metres, respectively.

4. Application for the use of the landing place –

   (a) Application form is obtainable from:

   m/s ST Logistics Pte Ltd
   Toll City
   60 Pioneer Road
   Singapore 628509

<table>
<thead>
<tr>
<th>Contact persons</th>
<th>Mr Ng Chong Hoo</th>
<th>Mr Lim Yau Bock</th>
<th>Mr Phua Kok Choon</th>
</tr>
</thead>
<tbody>
<tr>
<td>DID</td>
<td>6904 5070</td>
<td>6904 5073</td>
<td>6904 5074</td>
</tr>
<tr>
<td>Handphone</td>
<td>8606 6108</td>
<td>9363 7274</td>
<td>9617 7216</td>
</tr>
<tr>
<td>Email Address</td>
<td><a href="mailto:chonghoo.ng@stlogs.com">chonghoo.ng@stlogs.com</a></td>
<td><a href="mailto:yaubock.lim@stlogs.com">yaubock.lim@stlogs.com</a></td>
<td><a href="mailto:kokchoon.phua@stlogs.com">kokchoon.phua@stlogs.com</a></td>
</tr>
<tr>
<td>Fax no</td>
<td>6352 9172</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
(b) Minimum notice of 24 hours is required for the booking of jetty/ramp and approval for use is subject to availability.

(c) Application, accompanied with a copy of approved inward/outward declaration, Arms & Explosives licence and approved craft licence or PM4, should be submitted to ST Logistics Pte Ltd via email/fax and follow by telecommunication.

5. Restrictions on loading and unloading of explosives and their quantity limits -

(a) At Jetty Head

<table>
<thead>
<tr>
<th>Hazard Division</th>
<th>Maximum Net Explosives Quantity (NEQ) (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD 1.1</td>
<td>48</td>
</tr>
<tr>
<td>HD 1.2</td>
<td>250</td>
</tr>
<tr>
<td>HD 1.3</td>
<td>250</td>
</tr>
<tr>
<td>HD 1.4</td>
<td>No limit</td>
</tr>
</tbody>
</table>

(b) At the Ramp

<table>
<thead>
<tr>
<th>Hazard Division</th>
<th>Maximum Net Explosives Quantity (NEQ) (Tonnes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>HD 1.1</td>
<td>Not allowed</td>
</tr>
<tr>
<td>HD 1.2</td>
<td>Not allowed</td>
</tr>
<tr>
<td>HD 1.3</td>
<td>(non-propelled) 0.450</td>
</tr>
<tr>
<td>HD 1.4</td>
<td>No limit</td>
</tr>
</tbody>
</table>

6. Hours of operation and signals for operation

(a) Hours of operation: 0830 to 2100 hours daily

(b) When loading/unloading operation is being carried out at the jetty head or the ramp, the following signals will be displayed at the jetty head:

By day – a red flag

By night (as well as during the day in restricted visibility) – a red light

7. Masters, agents, owners of vessels and harbour craft operators are advised that:

(a) No vessel or craft of any kind shall anchor or moor within 400 metres of any part of the jetty head and 60 metres of any part of the ramp at any time.
(b) No vessel or craft of any kind, other than those lawfully plying to the jetty shall transit within 200 metres of any part of the jetty head or transit within 60 metres of any part of the ramp at any time.

8. All users of the Tuas Jetty are advised to familiarise themselves with the "Guidelines on Loading and Unloading of Explosives and Dangerous Goods" at Tuas Jetty. The Guidelines are available from the operator of the facility.

Please call 6325-2421 (or email: hazmat@mpa.gov.sg) for clarification on this Port Marine Circular.

LEE CHENG WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Shipping Community

RULES TO BE OBSERVED BY PERSONS FINDING WRECK

1 Former Port Marine Circular No. 66 of 1998 is hereby cancelled. This is a reproduction of the circular with amendments.

2 Any person finding a wreck or takes possession of any wreck within the territorial waters of Singapore must comply with the section 153 of the Merchant Shipping Act (Chapter 179). It states that where any person finds or takes possession of any wreck within the limits of Singapore or of any wreck found or taken possession of outside the limits of Singapore and brought within the limits of Singapore, he shall:

   a) if he is the owner thereof, give notice to the receiver stating that he had found or taken possession of the wreck, and describing the marks by which the wreck may be recognised; or

   b) if he is not the owner thereof, as soon as possible deliver the wreck to the receiver.

Any person who fails without reasonable cause to comply with this section shall be guilty of an offence and shall be liable on conviction to a fine not exceeding $2,000/- and shall, in addition, if he is not the owner, forfeit any claim to salvage, and shall be liable to pay to the owner of the wreck if it is claimed, or if it is unclaimed to the person entitled to the wreck, double the value thereof, to be recovered in the same way as a fine of a like amount under this Act.

3 Under the said Act, the definition of word ‘wreck’ includes any jetsam, flotsam, lagan and derelict found in or on the shores of the sea or any tidal water.

4 The Port Master, Capt Muhammad Segar is currently the appointed ‘Receiver of Wreck’.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 3252471
FAX: 3252807
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 38 OF 2001

29 Dec 2001

Shipping Community
Harbour Craft Community

MAINTENANCE WORK INVOLVING CHIPPING ONBOARD LICENSED HARBOUR TANKERS

1 Former Port Marine Circular No. 68 of 1998 is hereby cancelled. This is a reproduction of the circular with amendments.

2 Masters are reminded that normal maintenance work involving chipping using hand tools such as chipping hammers and scrapers carried out on board licensed harbour tankers carrying Class C petroleum are only allowed at the Tuas Petroleum Holding Anchorage or Eastern Petroleum 'B' Anchorage. Such maintenance work shall be done in strict compliance with the International Safety Guide for Oil Tankers & Terminals (ISGOTT) and the requirements under the Factories Act.

3 Such maintenance work must be restricted to the actual deck areas and fittings not connected to the oil cargo system and the vessel should not be engaged in any cargo, bunkering, ballasting, tank cleaning, gas-freeing, tank purging or inerting operations. Tests should be carried out to ensure that the chipping areas are free from flammable vapour when chipping is being carried out. The person who is performing the test must have adequate knowledge on the proper use of the equipment and the correct method of testing. The type of testing equipment used and the testing results must be recorded in the logbook. In addition, the work area should also be clear of combustible materials. Permission need not be sought from the Port Master to carry out such maintenance work.

4 Licensed harbour tankers and other vessels carrying Class A or Class B petroleum, or has carried it as part of their last cargo, shall be certified free from flammable vapour before any such maintenance work can be carried out.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL : 325 2471
FAX : 325 2807
MPA GAS FREE CERTIFICATES WITH SEVEN-DAY VALIDITY

1 This circular amends and supersedes Port Marine Circular No. 3 of 2001.

2 The Gas Free Certificate issued by MPA is valid for seven (7) days from the date of issue. The certificate expires at midnight on the seventh (7th) day from the date of issue of the certificate, regardless of the time of issue. For example, if a gas free certificate was issued on 1 Jan 01, it will expire at midnight on 8 Jan 01 irrespective of the time issued.

3 However, notwithstanding the said 7-day validity, any change in the condition or state of the examined parts of the vessel subsequent to the examination by the Port Chemist shall immediately invalidate the certificate.

4 Please contact the Manager, Emergency Response and Inspectorate of MPA Marine Environment and Hazardous Cargo Department (Attn: Mr Cheng Kenf Woon, Tel: 3252422, Fax: 3252429) should you require clarification on the above matter.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 3252471
FAX: 3252807
26 Nov 2001

Shipping Community
Harbour Craft Community

IMMIGRATION CLEARANCE

1 With effect from 30 Nov 2001, all Liquefied Petroleum Gas (LPG) carriers, Liquefied Natural Gas (LNG) carriers and Chemical carriers may be required to undergo immigration clearance at the LNG/LPG/Chemical Gas Carrier Anchorage (ALGAS), as and when application for Advance Immigration Clearance (AIC) is denied.

2 All owners/agents of the above types of vessels are required to inform Seamen’s Section of Singapore Immigration & Registration at least 6 hours in advance of the arrival of such vessels by fax (Fax Nos: 2730053 or 2730054). In addition to the information required for application of inward clearance as stated in para 2 of the Port Marine Circular 48 of 1997, owners/agents of such vessels are also required to provide the following:

(a) Purpose of call, example: bunkering, loading cargo, crew change or ship repair;
(b) Intended movements of vessel in Singapore, example:
   • 1st movement - Pilot Western Boarding Ground to ALGAS.
   • 2nd movement - ALGAS to Pulau Sakra berth no: 3.
   • 3rd movement - Pulau Sakra berth no: 3 to Petrochemical of Singapore berth no:2.
   • 4th movement - Petrochemical of Singapore berth no:2 to Sea.

3 For any clarification on immigration clearance procedures, please contact Seamen’s Section of Singapore Immigration & Registration at telephone no: 2731384.

M SEGAR
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Bunker Suppliers and Bunker Craft Owners / Operators / Masters
Shipping Community

ADDITIONAL CONDITIONS FOR HARBOUR CRAFT LICENSED FOR USE AS A TANKER IN PORT

1 Pursuant to regulation 6(6) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations (Rg 3) (hereinafter referred to as "the Regulations"), the Port Master hereby imposes the following additional conditions on harbour craft licensed for use as a tanker (licence number prefixed with the letters “SB”) in port:

(a) Where a licensed harbour craft is used for the supply or delivery of bunkers (hereinafter referred to as a "bunker craft"), the manner or means of such delivery or supply shall not result in frothed bunkers being delivered to the tanks of the vessel receiving bunkers;

(b) A bunker craft shall not carry frothed bunkers as cargo; and

(c) If the bunkers contained in the cargo hose of a bunker craft (after the delivery of bunkers) is to be cleared by air-blowing, such air-blowing shall not result in frothed bunkers being delivered to the tank(s) of the vessel receiving bunkers.

2 The licence for the bunker craft may be suspended or cancelled under regulation 33 of the Regulations if the Port Master is satisfied that the conditions herein have been contravened or have failed to be complied with. Failure to comply with the conditions of a licence is also an offence under regulation 40 of the Regulations and is subject to penalty.
3 MPA would also like to remind ship owners / agents / masters of vessels that in accordance with the Singapore Standard for bunkering (SS CP 60), chief engineers of vessels receiving bunkers in the port are required to witness the bunker craft’s tank measurements before and after the bunker delivery and the delivered quantity shall be based on the bunker craft’s tank measurements and calculations.

TAN LAY THOK
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 3252470
FAX : 3252804
Shipping Community

DISSEMINATION OF PASSAGE PLAN TO SHIPMASTERS

1. Please refer to Port Marine Circular No 18 of 2001 dated 25 Jul 2001. The 1st phase on the use of passage plan for oil tankers, chemical carriers, LNG/LPG carriers and passenger ships has been successfully implemented from 1 Aug 2001.

2. With the positive feedback from shipmasters, shipowners, ship managers and agents on the use of passage plan, the implementation of 2nd phase would be brought forward from 1 Feb 2002 to 1 Oct 2001. Hence, all shipowners, ship managers, agents and persons in-charge of all vessels are advised to send the respective pilot’s intended passage plans to their shipmasters prior to the vessel’s arrival and departure from Singapore with effect from 1 Oct 2001. This would ensure that the shipmaster and the bridge team have sufficient time and appropriate information to prepare the pilot’s intended passage plan. The passage plans with the location codes and the instructions on the usage of the plans are available on PSA Marine Pte Ltd (PSAM)'s website at http://www.portnet.com/03products/pmarine_1.htm.

3. For further clarification, please contact any of the following officers:

   MPA
   Capt Lee Cheng Wee - Tel: 3252478
   Mr Ang Beng Chye - Tel: 3252460

   PSA MARINE PTE LTD
   Capt Fadzlon Bin Ahmad - Tel: 3211411
   Mobile phone: 98222378

LEE CHENG WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
Tel: 3252478
Fax: 3252454
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 6 of 2000

3 May 2000

Shipping Community
Harbour Craft Community

PROHIBITION OF EXPORT OF EXCAVATED MATERIAL, MARINE CLAY AND CONSTRUCTION DEBRIS FROM SINGAPORE TO INDONESIA WITH IMMEDIATE EFFECT

The attached circular from the Ministry of the Environment is for your information and compliance, please.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel: 3252473
Fax: 3252807
3 May 2000

To: The Shipping Community

Dear Sir

PROHIBITION OF EXPORT OF EXCAVATED MATERIAL, MARINE CLAY AND CONSTRUCTION DEBRIS FROM SINGAPORE TO INDONESIA WITH IMMEDIATE EFFECT

   This is to inform you that the Government of the Republic of Indonesia has announced an export ban on excavated material, marine clay and construction debris from Singapore into Indonesia with immediate effect.

2 The Ministry of the Environment has not granted and will not be granting any approval for the export of excavated material, marine clay and construction debris.

3 We would therefore like to advise you against receiving or handling these wastes at the jetties, wharves or any shorefront with a view of exporting these wastes to our neighbouring countries.

4 You may wish to contact Ms Chee Yung En (Environmental Health Department) at Tel: 7319427 or Mr Hui Kok Choy (Pollution Control Department) at Tel: 7319643 should you require any clarification.

Yours faithfully

HUI KOK CHOY
for HEAD
POLLUTION CONTROL DEPARTMENT
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 4 of 2000

9 Mar 2000

Shipping Community
Harbour Craft Community

PROHIBITION OF LINE-TOWED BARGES AT NIGHT IN THE WESTERN SECTOR

1 This is a reminder to the shipping and harbour craft communities on the prohibition of line tows stipulated in Port Marine Circular No. 7 of 1999, issued on 4 Feb 99.

2 Line-towed barges are slow and not easy to manoeuvre. Also, they are not easily identified by other vessels, particularly at night or in restricted visibility. Hence they pose a navigational hazard at night. To enhance safety of navigation, line-towed barging is prohibited in the western sector from 1900 hours to 0630 hours, with effect from 1st Jun 2000. Please see attached chartlet indicating the prohibited area.

3 The tug and barge operators are encouraged to use self-propelled or composite unit (pusher tug/barge). Tugs and barges used as composite units must be certified as “integral tug/barge system” by the approved classification societies.

4 Former Port Marine Circular No. 7 of 1999 is hereby cancelled.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel : 3252473
Fax: 3252807
NAVIGATION IN THE SINGAPORE STRAIT TRAFFIC SEPARATION SCHEME (TSS)

1. The Singapore Strait is a relatively narrow and a busy waterway used by all types of vessels including Very Large Crude Carriers (VLCCs), ferries, steel barges under tow and fishing vessels.

2. For safety of navigation, masters and watchkeeping officers of vessels, in particular, ferries and barges under tow when crossing or navigating in the Singapore Strait are reminded to comply with Rule 10 (Traffic Separation Schemes) of the International Regulations for Preventing Collisions at Sea, 1972.

3. In this regard, special attention shall be paid to Rule 10 (b), 10(c) and 10 (h) of the International Regulations for Preventing Collisions at Sea, 1972 which is reproduced below:-

Rule 10 (b)

A vessel using a traffic separation scheme shall:

(i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;

(ii) so far as practicable keep clear of a traffic separation line or separation zone;

(iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

Rule 10 (c)

A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
**Rule 10 (h)**

A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

4 Masters and watchkeeping officers of vessels are also advised to take extra precaution including keeping a proper lookout and proceeding at a safe speed when navigating in the TSS in the Singapore Strait.

5 Shipowners, Managers and Agents are requested to bring the contents of this circular to the attention of masters and officers.

EDMUND WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 325-2463
FAX: 325-2454
Shipping Community
Harbour Craft Community

REPORTING PROCEDURES FOR VESSELS NAVIGATING THE SINGAPORE STRAIT WHEN VTIS IS NOT OPERATIONAL

1 In the event that the Singapore VTIS (i.e. radar system) is not operational, vessels entering the Singapore Strait shall continue to report at the reporting points and provide the information as stipulated in Port Marine Circular (PMC) No. 90 of 1997 and No. 65 of 1998 on reporting procedures for vessels arriving Singapore and STRAITREP.

2 To facilitate vessel movements, shipmasters are required to report at the additional reporting points as shown in Appendix 1.

3 The information to be provided at the above reporting points are as follows:

(a) name of vessel;
(b) callsign; and
(c) abeam of “reporting point” (e.g. abeam of Tg Setapa)

4 Owners and agents are advised to disseminate the above information to shipmasters. MPA will also issue a circular and navigational broadcast to remind shipmasters on the reporting procedures for vessels navigating in the Singapore Strait when the VTIS is not operational.

PANG YOCK FOO
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL:3252369
FAX:3252454
### FOR EASTBOUND VESSELS

<table>
<thead>
<tr>
<th>Reporting Point</th>
<th>Revised Kertau Datum</th>
<th>WGS 84 Datum</th>
<th>VHF</th>
<th>Reporting Station</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Racon D</td>
<td>01° 03.610'N 103° 39.060'E</td>
<td>01° 03.607'N 103° 38.959'E</td>
<td>73</td>
<td>VTIS West</td>
<td></td>
</tr>
<tr>
<td>Sakijiang Lt</td>
<td>01° 13.308'N 103° 51.378'E</td>
<td>01° 13.305'N 103° 51.275'E</td>
<td>14*</td>
<td>VTIS Central</td>
<td>* Effective from 1 Dec 98. (Currently vessels to report to VTIS East on Ch 10 until 1 Dec 98).</td>
</tr>
<tr>
<td>Tg Setapa Lt</td>
<td>01° 20.578'N 104° 08.240'E</td>
<td>01° 20.574'N 104° 08.135'E</td>
<td>10</td>
<td>VTIS East</td>
<td></td>
</tr>
<tr>
<td>Horsburgh Lt</td>
<td>01° 19.817'N 104° 24.444'E</td>
<td>01° 19.814'N 104° 24.337'E</td>
<td>10</td>
<td>VTIS East</td>
<td></td>
</tr>
</tbody>
</table>

### FOR WESTBOUND VESSELS

<table>
<thead>
<tr>
<th>Reporting Point</th>
<th>Revised Kertau Datum</th>
<th>WGS 84 Datum</th>
<th>VHF</th>
<th>Reporting Station</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tg Setapa Lt</td>
<td>01° 20.578'N 104° 08.240'E</td>
<td>01° 20.574'N 104° 08.135'E</td>
<td>10</td>
<td>VTIS East</td>
<td></td>
</tr>
<tr>
<td>Sakijiang Lt</td>
<td>01° 13.308'N 103° 51.378'E</td>
<td>01° 13.305'N 103° 51.275'E</td>
<td>14*</td>
<td>VTIS Central</td>
<td>* Effective from 1 Dec 98. (Currently vessels to report to VTIS West on Ch 73 until 1 Dec 98).</td>
</tr>
<tr>
<td>Raffles Lt</td>
<td>01° 09.609'N 103° 44.552'E</td>
<td>01° 09.606'N 103° 44.450'E</td>
<td>73</td>
<td>VTIS West</td>
<td></td>
</tr>
<tr>
<td>Pu luy kechil</td>
<td>01° 11.470'N 103° 21.240'E</td>
<td>01° 11.466'N 103° 21.141'E</td>
<td>73</td>
<td>VTIS West</td>
<td></td>
</tr>
</tbody>
</table>
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 65 OF 1998

20 Oct 98

Shipping and Harbour Craft Communities

MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE - STRAITREP

1 The International Maritime Organisation (IMO) has adopted the Mandatory Ship Reporting System in the Straits of Malacca and Singapore known as “STRAITREP” as proposed by Indonesia, Malaysia and Singapore.

2 The objectives of the STRAITREP are as follows:
   a) to enhance the safety of navigation;
   b) to protect the marine environment;
   c) to facilitate the movements of vessels; and
   d) to support SAR and oil pollution response operations.

3 The STRAITREP will come into force on 0000 hours UTC on 1 December 1998 (Singapore Local Time: 0800 hours on 1 December 1998). Masters of vessels, which STRAITREP is applicable are advised to comply with the requirements of the adopted ship reporting system, in accordance with regulation V/8-1(h) of the International Convention of the Safety of Life at Sea, 1974, as amended in 1994. A copy of the SN/Circ.201 (i.e. description of the Mandatory Ship Reporting System in the Straits of Malacca and Singapore – STRAITREP) adopted by IMO and the corrigendum are attached for your compliance.

4 Every master in providing information to or receiving information from STRAITREP is not relieved from any of his duties and responsibilities as a master.

5 Port Marine Circular No. 91 of 1997 is hereby cancelled.

CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel: 3252455
Fax: 3252454
RESOLUTION MSC.73(69)
(adopted on 19 May 1998)
MANDATORY SHIP REPORTING SYSTEMS

THE MARITIME SAFETY COMMITTEE,

RECALLING Article 28(b) of the Convention on the International Maritime Organization concerning the functions of the Committee,

RECALLING ALSO regulation V/8-I of the International Convention for the Safety of Life at Sea (SOLAS), 1972 concerning the adoption by the Organization of ship reporting systems,

RECALLING FURTHER resolution A.858(20) which authorizes the Committee to perform the function of adopting ship reporting systems on behalf of the Organization,

TAKING INTO ACCOUNT the Guidelines and criteria for ship reporting systems adopted by resolution MSC.43(64),

HAVING CONSIDERED the recommendations of the Sub-Committee on Safety of Navigation at its forty-third session,

1. ADOPTS, in accordance with SOLAS regulation V/8-I, mandatory ship reporting systems:
   - "In the Straits of Malacca and Singapore" area described in Annex 1 to the present resolution; and
   - "In the Strait of Bonifacio" area described in Annex 2.

2. DECIDES that the aforementioned mandatory ship reporting systems will enter into force at 0000 hours UTC on 1 December 1998;

3. REQUESTS the Secretary-General to bring this resolution and its Annexes to the attention of Members of the Organization and Contracting Governments to the 1974 SOLAS Convention.
ANNEX 1

DESCRIPTION OF THE MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE

1 Categories of ships required to participate in the system

1.1 Ships of the following categories are required to participate in the ship reporting system:

.1 vessels of 300 GT and above;
.2 vessels of 50 metres or more in length;
.3 vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
.4 vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
.5 all passenger vessels that are fitted with VHF, regardless of length or GT; and
.6 any category of vessels less than 50 metres in length or less than 300 GT which are fitted with VHF and in an emergency, uses the appropriate traffic lane or separation zone, in order to avoid immediate danger.

2 Geographical coverage of the system and the number and edition of the reference chart used for the delineation of the system

2.1 The operational area of STRAITREP covers the Straits of Malacca and Singapore between longitudes 100°40'E and 104°23'E as shown in the chartlets attached as appendix 1 and appendix 2. The area includes the routeing system in the Straits of Malacca and Singapore. The area is divided into nine sectors, each has an assigned VHF channel as shown in appendix 3.

2.2 The reference charts which include the operational area of STRAITREP are the Malaysian Chart Series MAL 515, 521 and 523 of the Hydrographer, Royal Malaysian Navy or the equivalent charts published by the competent hydrographic authority.

3 Format, content of report, times and geographical positions for submitting reports, authority to whom reports should be sent, available services. The ship report short title STRAITREP, shall be made to the VTS authorities as follows:

3.1 Format
The ship report shall be drafted in accordance with the format shown in appendix. The information requested from ships is derived from the Standard Reporting Format given in paragraph 2 of the IMO resolution A.851(20).
3.2 Content

The report required from a ship contains only information which is essential to meet the objectives of the STRAITREP:

.1 Information considered essential;

A - Name of ship, call sign, IMO identification number (if available);

C or D - Position;

P - Hazardous cargo, class if applicable; and

Q or R - Breakdown, damage and/or deficiencies affecting the structure, cargo or equipment of the ship or any other circumstances affecting normal navigation in accordance with the provisions of the SOLAS and MARPOL Conventions.

.2 Information considered necessary when requested by VTS authority;

E and F - Course and speed of ship.

Note: On receipt of a position message, operators of the VTS will establish the relation between the ship's position and the information supplied by the facilities available to them. The information on heading and speed will facilitate the VTS operator's task of identifying a ship within a group.

3.3 Geographical position for submitting reports

.1 Ships entering the operational area shall report when crossing the limits mentioned in paragraph 3 or when crossing a line joining Tg. Piai (01°15'.50N 103°30'.75E) and Pulau Karimun Kecil (01°09'.20N 103°24'.35E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.

.2 Ships entering the operational area shall also report when approaching from the south via Selat Riau, abeam of Karang Galang Lt. (01°09'.58N 104°11'.47E) or via Selat Durian, report when Pulau Jangkat Beacon (00°57'.89N 103°42'.72E) is abeam and when approaching from the East Johor Strait, abeam of Eastern Buoy (01°17'.87N, 104°05'.99E).

.3 A ship approaching from any direction other than those specified above shall on reaching sector 7, sector 8 or sector 9 as appropriate report by giving the vessel's position in term of bearing and distance from one of the following reference points:

(i) Pu Iyu Kechil Lt (01°11'.48N 103°21'.23E)
(ii) Sultan Shoal Lt (01°14'.38N 103°38'.98E)
(iii) Raffles Lt (01°09'.60N 103°44'.55E)
(iv) Sakijang Lt Bn (01°13'.30N 103°51'.37E)
(v) Bedok Lt (01°18'.54N 103°56'.06E)
(vi) Tg. Stapa Lt (01°20'.57N 104°08'.24E)
(vii) Horsburgh Lt (01°19'.81N 104°24'.44E)
As an alternative the position can also be given in latitude and longitude.

3.4 Authority

The VTS authorities for the STRAITREP are as follows:

(i) Sector 1 to Sector 5 - Klang VTS;
(ii) Sector 6 - Johor VTS; and
(iii) Sector 7 to Sector 9 - Singapore VTS.

4 Information to be provided to ships and procedures to be followed

4.1 STRAITREP also provides information to ships about specific and critical situation which could cause conflicting traffic movements and other information concerning safety of navigation.

4.2 Depending on the sector which a ship is in, every ship shall also maintain a VHF radio telephone listening watch on the appropriate VHF Channel. Information of general interest to ships will be broadcast on VHF channel 16 and any other channel as may be specified by the appropriate VTS authority. This broadcast will be preceded by an announcement on the appropriate VHF channel assigned to the sector.

5 Radiocommunications required for the system, frequencies on which reports should be transmitted and information to be reported

The radiocommunications required for the STRAITREP is as follows:

5.1 STRAITREP will be based on VHF voice radiocommunication and will be interactive. The call to the appropriate VTS authority shall be made on the VHF channel assigned to the particular sector in which the ship is located as indicated in appendix 3, and the report shall be transmitted on that channel or any other available channel as assigned by the appropriate VTS authorities.

5.2 The language used for communication shall be English, using the IMO Standard Marine Communications Phrases where necessary.

5.3 Information of commercial confidentiality may be transmitted by non-verbal means.

6 Rules and regulations in force in the area of the system

6.1 The International Regulations for Preventing Collisions at Sea, 1972 are applicable throughout the operational area of STRAITREP.

6.2 The Rules For Vessels Navigating Through The Straits of Malacca and Singapore as approved by IMO are applicable throughout the area.
SHORE-BASED FACILITIES TO SUPPORT OPERATION OF THE SYSTEM

The facilities of the STRAITREP are as follows:

.1 Klang VTS
- Telephone, facsimile and telex communication
- 6 sets of VHF radio communication equipment
- 6 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.

.2 Johor VTS
- Telephone, facsimile and telex communication
- 4 sets of VHF radio communication equipment
- 4 real-time display consoles for 'X' and 'S' bands radar signals from remote radar stations.

.3 Singapore VTS
- Telephone, facsimile and telex communication
- 11 sets of VHF radio communication equipment
  - 4 real-time display consoles for "X" band radar signals from remote radar stations.
  - 4 sets of VHF radio directions finder in marine bands.

.4 Remote Stations:

.1 Pulau Angsa
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.2 Bukit Jugra
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.3 Cape Rachado
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.4 Pulau Undan
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.5 Bukit Segenting
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.6 Tanjung Piai
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.7 Bukit Pengerang
- 1 "X" band radar facility
- 1 "S" band radar facility
- VHF transmitters and receivers

.8 Sultan Shoal Lighthouse
- VHF transmitters and receivers
- 1 "X" band radar facility

.9 Raffles Lighthouse
- 1 "X" band radar facility

.10 St. John's Island
- 1 "X" band radar facility

.11 Bedok Lighthouse
- 2 sets of VHF/DF radio direction finder

.12 Bedok
- 1 "X" band radar facility

.13 Horsburgh Lighthouse
- VHF transmitters and receivers
- 1 "X" band radar facility

.14 Jurong Control
- 2 sets of VHF/DF radio direction finder.
8 Alternative communication if the communication facilities of the shore-based authority fail

8.1 STRAITREP is designed to avoid, as far as possible, any irretrievable breakdown of equipment which would hinder the functioning of the services normally provided by the respective VTS authorities.

8.2 The most important items of equipment and power sources are duplicated and the facilities are provided with emergency generating sets as well as with Uninterruptable Power Supply (UPS) units. A maintenance team is available 24 hours a day to attend to any breakdown.

8.3 STRAITREP is also designed in such a manner that if one station fail, the adjacent station can provide the necessary coverage.
MANDATORY SHIP REPORTING SYSTEMS

The following corrections should be made to SN/Circ.201:

Annex 1

1 Paragraph 3.1 Format

The second sentence should read as follows:

"The information requested from ships is derived from the Standard Reporting Format given in paragraph 2 of the appendix to IMO resolution A.851(20)."

2 Paragraph 3.3.1 Geographical position for submitting reports should read as follows:

"Ships entering the operational area shall report when crossing the limits mentioned in paragraph 2.1 or when crossing a line joining Tg. Piai (01° 15'.50N  103° 30'.75E) and Pulau Karimun Kecil (01° 09'.20N  103° 24'.35E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS."
## APPENDIX 3

**ASSIGNED VHF CHANNELS FOR SECTORS IN THE MANDATORY REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE (STRAITREP)**

<table>
<thead>
<tr>
<th>SECTOR</th>
<th>VHF CHANNELS</th>
<th>VTS AUTHORITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sector 1</td>
<td>VHF channel 66</td>
<td>KLANG VTS</td>
</tr>
<tr>
<td>Sector 2</td>
<td>VHF channel 88</td>
<td>KLANG VTS</td>
</tr>
<tr>
<td>Sector 3</td>
<td>VHF channel 84</td>
<td>KLANG VTS</td>
</tr>
<tr>
<td>Sector 4</td>
<td>VHF Channel 61</td>
<td>KLANG VTS</td>
</tr>
<tr>
<td>Sector 5</td>
<td>VHF Channel 88</td>
<td>KLANG VTS</td>
</tr>
<tr>
<td>Sector 6</td>
<td>VHF Channel 88</td>
<td>JOHOR VTS</td>
</tr>
<tr>
<td>Sector 7</td>
<td>VHF Channel 73</td>
<td>SINGAPORE VTS</td>
</tr>
<tr>
<td>Sector 8</td>
<td>VHF Channel 14</td>
<td>SINGAPORE VTS</td>
</tr>
<tr>
<td>Sector 9</td>
<td>VHF Channel 10</td>
<td>SINGAPORE VTS</td>
</tr>
</tbody>
</table>
# APPENDIX 4

## DRAFTING OF RADIO REPORTS TO THE MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE (STRAITREP)

<table>
<thead>
<tr>
<th>Designator</th>
<th>Function</th>
<th>Information required</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Ship</td>
<td>Name and call sign</td>
</tr>
<tr>
<td>C</td>
<td>Position</td>
<td>A 4-digit group giving latitudes in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitudes in degrees and minutes suffixed with E (east) or W (west); or</td>
</tr>
<tr>
<td>D</td>
<td>Position</td>
<td>True bearing (first 3 digits) and distance given in nautical miles from an clearly identifiable point (state landmark)</td>
</tr>
<tr>
<td>E</td>
<td>True course</td>
<td>A 3-digit group</td>
</tr>
<tr>
<td>F</td>
<td>Speed in knots and tenths of knots</td>
<td>A 3-digit group</td>
</tr>
<tr>
<td>P</td>
<td>Hazardous cargo on board</td>
<td>Indicate AYes@ or ANo@ to whether vessel is carrying hazardous cargo. If AYes@ the class if applicable.</td>
</tr>
<tr>
<td>Q</td>
<td>Defects/damage/deficiencies/other Limitations.</td>
<td>Brief detail of defects, deficiencies or other limitations</td>
</tr>
<tr>
<td>R</td>
<td>Description of pollution or dangerous goods lost overboard</td>
<td>Brief detail of type of pollution (oil, chemicals, etc.) or dangerous goods lost overboard; position expressed as in (C) or (D)</td>
</tr>
</tbody>
</table>
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 57 OF 1998

12 Sept 98

Shipping Community
Harbour Craft Community

GAS-FREE CERTIFICATE FOR VESSELS SHIFTING OUT OF THEIR DESIGNATED ANCHORAGES OR PROCEEDING TO A SHIPYARD

1 Masters, owners and agents of vessels are reminded that any vessel which has carried bulk dangerous substances or petroleum as a whole or part of her last cargo is required to be certified free from flammable vapour by the MPA Chemist prior to shifting out of her designated anchorage for another anchorage in port or going to a shipyard. The gas-free certificate issued is to be kept onboard the vessel for inspection by any authorised officer of the Maritime and Port Authority of Singapore.

2 The above shall not apply in the case of a vessel proceeding to a petroleum or special anchorage, an oil terminal, or any of the terminals listed in the attached Appendix I.

3 We wish to draw your attention to the Factories (Shipbuilding and Ship-Repairing) Regulations which also impose certain duties on master, owner or agent of a vessel. You are advised to acquaint yourselves with the Regulations. A Ministry of Manpower circular on this is attached for your information as Appendix II.

4 Port Marine Circular No. 21 of 1994 is hereby cancelled.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO. 3252471
FAX NO. 3252807
Appendix I

**Terminals at:**

Pulau Sebarok (Singapore Cleanseas Pte Ltd)
Pulau Sebarok (Singapore Petroleum Co Ltd)
Pulau Sebarok (Van Ommeren Tank Terminal (Singapore) Pte Ltd)
Pulau Seraya (Oiltanking Singapore)
Pulau Bukom (Shell Eastern Petroleum (Pte) Ltd)
Tanjong Penjuru- Shell Tanker Jetty (Shell Refinery)
Pulau Busing (Tankstore Limited)
Tanjong Penjuru (Caltex Group of Companies)
Tanjuru Penjuru (GATX Terminal (Pte) Ltd)
Jurong- Tg Sakunyit & Pulau Pesek (Mobil Refinery)
Pulau Ayer Chawan (Esso Refinery)
Pulau Merlimau (Singapore Refining Co (Pte) Ltd)
Pulau Ayer Merbau (Petrochemical Corporation of Singapore)
All Shipping Agents, Owners
and Master of Vessels

Dear Sir

THE FACTORIES (SHIPBUILDING AND SHIP-REPAIRING) REGULATIONS

The Factories (Shipbuilding and Ship-repairing) Regulations came into operation on 1 June 1994. The Regulations were subsequently amended on 1 May 1997.

2 The Regulations stipulated detailed safety measures to enhance the safety of workers on board vessel undergoing repairs or construction in shipyards. The Regulations are also applicable to any work carried out on board a ship in a harbour in connection with:

(i) the construction, re-construction, repair, refitting, painting, finishing or breaking up a ship;
(ii) the scaling, scouring or cleaning of boilers in a ship; or
(iii) the cleaning of any tank, bilges or holds in a ship.

3 Some of the provisions of the Regulations impose duties on master, owner or agent of a vessel. The more important provisions are listed below for your information:

(i) Notification of work - Regulation 6

The master, owner or agent of a vessel must notify the Chief Inspector of Factories (Department of the Industrial Safety, Ministry of Manpower) at least 3 days prior to the commencement of any work such as tank cleaning, repairs, re-fitting, reconstruction which is to be carried out on board a vessel in a harbour.

(ii) Appointment of Safety Supervisor - Regulation 20

Every contractor who employs more than 20 persons to carry out work on a ship in the harbour must appoint a safety supervisor to promote safety and ensure that the Regulations are complied with.

(iii) Appointment of Safety Co-ordinator - Regulation 21

The master, owner or agent of a ship must appoint a safety co-ordinator to promote safety and ensure that the Regulations are complied with and co-ordinate all work so that they can be carried out safely.
(iv) **Safety Orientation Programme – Regulation 22**

The master, owner or agent of a ship in a harbour must regularly conduct safety orientation programmes for all persons who do any work on the ship to which the Regulations apply.

(v) **Establishment of VSCC – Regulation 27**

When hazardous work is to be carried out on board any ship, a Vessel Safety Co-ordination Committee (VSCC) must be established by the master, agent or owner for a vessel in a harbour. The VSCC must meet daily and plan and co-ordinate all work on board the vessel.

(vi) **Permit-to-work System – Regulation 35**

Where any of the work listed in regulation 35(2) are carried out, then a permit-to-work system as stipulated in Part IV of the Regulations must be implemented. The types of work as listed in regulation 35(2) are as follows:

(a) any hot-work, whether carried out in a confined space or otherwise;
(b) any work which involves the use of any hazardous, volatile, corrosive or flammable chemical, material or solvent in significant quantities;
(c) any work involving entry into any confined space;
(d) spray painting;
(e) any grit-blasting work carried out in a confined space;
(f) the testing of dismantling of any pipe or equipment that –
   (i) contains, or had contained, oil or substances that are flammable, toxic or corrosive; or
   (ii) contains steam;

(g) the ballasting and de-ballasting of the ship;
(h) any repair or maintenance work carried out on the hydraulic system of the ship;
(i) the bunkering and transferring of fuel oil; and
(j) radiography work.

Please familiarise yourself with the requirements of the Factories (Shipbuilding and Ship-repairing) Regulations. A copy of which can be obtained from the Singapore National Printer Ltd.

Yours faithfully

[Signature]

GO HENG HUAT
for CHIEF INSPECTOR OF FACTORIES
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 49 OF 1998

28 Aug 98

Shipping Community
Harbour Craft Community

REQUIREMENTS FOR PONTOONS USED AS TEMPORARY LANDING PLATFORMS

1. The Maritime and Port Authority of Singapore requires all pontoons used as temporary landing platforms (termed as temporary landing pontoons) to be certified fit for the intended purpose by any one of the nine authorised Classification Societies. The term “temporary landing pontoon” is described as:-

   "A temporary landing pontoon is a flat-bottomed boat, barge or lighter or a floating platform, of any material, temporarily used by passengers or any other persons, as a walkway from a vessel to a landing place or vice versa and from one vessel to another vessel."

2. As safety of life is involved even in the temporary use of such structures, MPA requires owners of pontoons used as temporary landing platforms to -

   (a) have the pontoon certified fit for the intended purpose by any one of the nine Classification Societies appointed by the Minister for Communications under the Merchant Shipping Act; and

   (b) apply to the Port Master’s Department, MPA, together with the submission of the Certificate of Fitness as issued by the respective Classification Society, for approval to use.
3 The nine authorised Classification Societies are as follows:-

(a) American Bureau of Shipping  
(b) Bureau Veritas  
(c) China Classification Society  
(d) Det Norske Veritas  
(e) Germanischer Lloyd  
(f) Korean Register of Shipping  
(g) Lloyd's Register of Shipping  
(h) Nippon Kaiji Kyokai  
(i) Registro Italiano Navale

4 Former Port Marine Circular No. 20 of 1993 is hereby cancelled.

HILBERT FERNANDEZ  
for PORT MASTER  
MARITIME AND PORT AUTHORITY OF SINGAPORE

DID: 3252473  
FAX: 3252807
Shipping Community

ISSUE OF PILOTAGE EXEMPTION CERTIFICATES

1. Pilotage Exemption Certificate is issued to a master and his vessel for a period of one year. Ship masters holding these certificates are reminded that the pilotage exemption certificate must be renewed if pilotage exemption is required after the date of expiry. Renewal of the certificate will be based upon written request, through the shipowner or agent, along with 2 copies of passport size photographs of the ship master. No re-examination of the ship master is required. Expired certificates will have to be returned for cancellation.

2. When a ship master who has been granted pilotage exemption, has been reassigned to another vessel within the pilotage exemption tonnage and within the same area and route, a new certificate will be issued upon application. No examination of the ship master is required. The previous certificate will have to be returned for cancellation.

3. If a ship master who has been granted pilotage exemption, had been on prolonged absence (3 months or more) and there had been significant changes to the required area of exemption during his absence, an interview may be required to assess his awareness of the changes prior to renewing or re-issuing the certificate. The ship master may also be required to carry out at least one or more movements under the guidance of an authorised pilot to familiarise himself.

4. Any queries concerning issue of Pilotage Exemption Certificates may be directed to Port Master’s Department on Telephone numbers 3252460 and 3252461 or Fax number 3252454.

5. Port Circular No. 86 of 1988 is hereby cancelled.

LEE CHENG WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL : 3252461
FAX : 3242452
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 41 OF 1998

3 Aug 98

Shipping Community

STEEL CONSTRUCTED NON-MECHANICAL PROPELLED HARBOUR CRAFT FERRYING VEHICLES

1 Port Marine Circular No. 113 of 1985 is hereby cancelled. This is a repetition of the former port circular with amendment.

2 With a view to enhance the safe transportation of vehicles and persons onboard harbour craft in port, the Port Master in pursuance of Regulations 6(6) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations of 1997 hereby directs that:-

(a) Such steel-constructed non-mechanical propelled harbour craft is to be issued with safety certificates in accordance with the Merchant Shipping (Non-Convention Ships) Safety Regulations 1981, with the assumption that the vessel would be engaged on 30 mile limit voyage;

(b) The vehicles must be properly secured onboard the craft;

(c) The non-mechanical propelled harbour craft must carry life-saving appliances and equipment as stipulated in the Second Schedule of the MPA (Harbour Craft) Regulations 1997; and

(d) The non-mechanical propelled harbour craft shall not carry any person onboard while underway.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 3252473
FAX: 3252807
VESSEL’S CHECKLIST FOR PILOTED MOVEMENTS

1. In pursuance of Regulations 3(1) and 3(2) of the Maritime and Port Authority of Singapore (Port) Regulations 1997, ship masters requiring pilotage service are required to furnish the checklist, duly completed, to the pilots assigned to their vessels before pilotage is undertaken.

2. Ship masters are reminded that they are required to declare in the checklist any unusual characteristics, peculiarities of the vessel, defects or problems that could affect its safe navigation in the port.

3. In completing the vessel’s checklist, the attention of ship masters is drawn to Regulation 3(7) of the Maritime and Port Authority of Singapore (Port) Regulations 1997, which is reproduced below (see Footnote).

4. Port Circular No. 41 of 1987 and Port Marine Circular No. 20 of 1991 are hereby cancelled.

Footnote:

MPA (Port) Regulation 3(7) - Any owner, agent or master or person in charge of a vessel who contravenes or fails to comply with paragraph (1) or (2) shall be guilty of an offence and shall be liable on conviction to a fine not exceeding $10,000.

For the purposes of this regulation, “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.
SAFETY OF AIR NAVIGATION - EXHIBIT LOW INTENSITY OBSTACLE LIGHTS

1 For the safety of aircraft it is recommended by the International Civil Aviation Organisation that tall obstructions should be marked. The Republic of Singapore Air Force (RSAF) seek the co-operation of all vessels including oil rigs with heights exceeding 75 metres to exhibit fixed red lights having an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which they would normally be viewed. In no case shall the intensity be less than 10 candelas of red light. The lights shall be fixed at the highest point of the structure(s), as practicable, when at anchor, moored or berthed along the Singapore coastline.

2 The master, owner or agent of such vessels and the owners or operators of the shipyards or terminals are advised to ensure that the lights are exhibited and in good working order. In the event that such vessels are not permanently fitted with the appropriate light, the master, owners or agent shall make the necessary arrangements with the shipyard or terminal to provide such lighting.

3 In addition to the above, master, owners and agents of vessels with heights exceeding 75 metres must continue to notify the RSAF - Air Operation Centre when in the western sector of the port via facsimile (Fax. 7605521).

4 For further enquiry on the requirements of the obstacle lights, please contact RSAF - Air Operation Centre (Tel. 768 3721 or Fax. 760 5521).

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL : 325 2473
FAX : 325 2807
Shipping Community
Harbour Craft Community

RESTRICTION ON MAXIMUM LENGTH OVERALL (LOA) OF BUNKER BARGES SERVICING VESSELS IN SUNGAI JURONG

1. Former Port Marine Circular No. 27 of 1994 is hereby cancelled. This is a reproduction of the circular with amendments.

2. Navigation in the Sungai Jurong is constrained due to the narrow width of the river. To ensure safety of navigation, bunker barges proceeding to service vessels in Sungai Jurong are required to comply with the following length restriction:

<table>
<thead>
<tr>
<th>Destination</th>
<th>Maximum LOA of bunker barges</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Jurong Port berths J2 and J3</td>
<td>75m</td>
</tr>
<tr>
<td>(b) Jurong Port berth J1, Jurong Fisheries Wharf (JFW) and all other locations inside Sungai Jurong</td>
<td>55m</td>
</tr>
</tbody>
</table>

TAN JEE KWEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL : 325 2453
FAX : 325 2454
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 20 OF 1998

23 Jun 98

Shipping Community
Pleasure and Harbour Craft Communities

PROHIBITION OF THE USE OF AUTO-PILOT IN PORT

1  The use of auto-pilot to manoeuvre vessels in port had resulted in several incidents in the past. In view of this and the possible hazard posed by vessels not keeping a proper look-out while on the auto-pilot mode, the Port Master in pursuant of Section 43 (c) of the Maritime and Port Authority of Singapore Act 1996 hereby prohibits the use of auto-pilot in port with immediate effect.

2  Former Port Marine Circular No. 22 of 1994 is hereby cancelled.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 63252473
FAX: 63252807
Shipping Community

SURVIVORS/REFUGEES RESCUED AT SEA

Masters, owners, and agents of vessels calling at Singapore, and carrying survivors or refugees rescued at sea are reminded to declare this fact to the organisations below.

(a) Maritime and Port Authority of Singapore
    Port Operations Control Centre
    Tel: 3252493
    Fax: 2245776
    Tlx: RS 34970, Answer Back PORTPM 34970

(b) Police Coast Guard
    Operations Room
    Tel: 3404221 or 3404223
    Fax: 4471517

(c) Singapore Immigration & Registration
    Seamen's Section
    Tel: 2731384
    Fax: 2730053

2. Additionally, such information is to be declared in the Notification of Arrival given to the Port Master informing of the vessel's intention to enter Singapore.
14 Mar 98

Shipping Community
Harbour Craft Community

PORT LIMIT SPECIAL GRADE MANNING LICENCE TO BE ISSUED TO NON-SINGAPOREAN DECK AND ENGINE OFFICERS TO OPERATE ‘PURE’ HARBOUR CRAFT

1 With effect from 16 March 98, MPA shall issue the Port Limit Special Grade Manning Licence, to operate a ‘pure’ harbour craft (craft that are not flagged and permitted to operate only within port limits), to foreign certificated officers. The dependency ratio for the harbour craft owner/operator shall be four local certificated officers to one foreign certificated officer.

2 To obtain MPA’s endorsement on the ‘In-principle Approval’ (IPA) application form issued by the Ministry of Labour (MOL), the owner / operator shall submit the following original documents to OSDC at least two working days in advance.

(a) The documents in relation to the foreign certificated officer:

(i) Passport;
(ii) Certificate of Competency (COC); and
(iii) Shipping Division’s endorsement of the COC.

(b) The documents in relation to the ‘pure’ harbour craft and the four local (Singaporeans or Permanent Residents) certificated officers, employed by the owner or operator:

(i) Harbour craft licence (Craft the foreigner is engaged to operate); and
(ii) Proof of CPF statement for the four local certificated officers for the past one year.

3 The officer-in-charge at OSDC shall upon verification of the above documents endorse the IPA.
To apply for the Port Limit Special Grade Manning Licence the owner / operator shall on approval of the IPA by MOL, submit the documents listed in para 2 together with two passport size photographs and Harbour craft master’s course certificate and other relevant course certificate (i.e., Oil spill course for ‘ST’ tugs, Fire Fighting course for ‘SB’ tanker), to OSDC.

The manning licence issued shall permit the foreign certificated officer to operate the ‘pure’ harbour craft that is stated in the manning licence and shall be valid till expiry of the IPA / Work Permit. Temporary transfer of foreign certificated officers shall be permitted between ‘pure’ harbour craft under the same ownership or management. The owner / operator shall comply with the Port Marine Circular no. 45 of 1997.

In addition to the above, the owner / operator shall be required to comply with the following measures:

(a) The owner / operator shall replace with other local certificated officers within one month, if any of the four local certificated officers mentioned para 2 (b) (ii) leaves his employment. The foreign certificated officer’s manning licence will be withdrawn if this is not complied with.

(b) The owner / operator shall provide proof of CPF contribution for the past one year for the 4 local certificated officers, under his employment at any time when requested by the Port Master, during the validity period of the foreigner’s Port Limit Special Grade Manning Licence.

(c) The owner / operator shall provide a list of all ‘pure’ harbour craft under his ownership/management, and all the local certificated officers under his employment for the past one year, when requested by the Port Master.

CHUA KIM THOR
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL : 325 2590
PROCEDURES AND GUIDELINES FOR THE BERTHING OF TANKERS AND CONVENTIONAL VESSELS CARRYING BULK LIQUID CARGO AT APPROVED CONVENTIONAL WHARVES

1 Former Port Circular No 49 of 1984 is cancelled. This is a reproduction of the circular with amendments.

2 Masters, owners and agents of vessels are hereby advised to comply with the following procedures and guidelines for tankers intending to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves.

(a) Tankers carrying bulk liquid cargo other than the products which fall within the ambit of the Petroleum Act (Cap.256) with a flash point between 23°C and 60°C, may be permitted alongside approved conventional wharves, eg. Jurong Port or Sembawang wharves subject to the following conditions:

(i) the bulk cargo is to be stowed in centre tanks only;

(ii) such cargo stowed in centre tanks must have an inert blanket of nitrogen or other inert gas; and

(iii) the vessels are certified by an internationally accepted Classification Society for such carriage and documentary evidence of such Certificate must be shown to the Authority on every application for a berth.
(b) Notwithstanding the above conditions, masters, owners or agents are required to submit the stowage plan and the correct technical names with their flash points, if applicable, of the cargoes carried, before such vessel can be permitted to proceed alongside approved conventional wharves, eg. Jurong Port or Sembawang wharves.

(c) The master of the vessel shall at all times be responsible for the safe conduct of the vessel whilst in port and for strict compliance with Reg 61 of MPA Dangerous Goods, Petroleum and Explosives Regulations, 1997. In addition the safety guide outlined below shall be complied with:

(i) the maximum draft of the vessel must be such that a minimum Under Keel Clearance of 0.3m be maintained at all times including minus tides at Chart Datum.

(ii) berthing and unberthing of tankers carrying bulk hazardous cargo shall be restricted to daylight hours only.

(iii) the vessel should have on deck overside towing springs rigged and a pilot ladder available for emergency use.

(iv) no hot work whatsoever is to be carried on board and in the immediate vicinity of the vessel.

(v) fire hoses are to be rigged on deck.

(vi) all empty tanks that contained flammable liquid previously are to be certified free from flammable vapour by the Port Chemist.

(vii) all tanks other than those required to be worked are to be properly secured.

(viii) gas freeing of tanks while the vessel is alongside is prohibited.

(ix) only authorised officers or persons authorised by the Master and engaged in the servicing of the vessel shall be permitted on board and in the vicinity of the vessel.

(x) no mechanical equipment other than the mobile crane necessary for assisting in the hooking up and disconnecting operation is to be permitted in the vicinity of the vessel.

(xi) shore telephone is to be provided on board at all times.

(xii) internal tank to tank transfer of bulk liquid cargo is not permitted when the tanker is alongside the wharf.
(d) Tankers carrying bulk liquid cargo with a flash point above 60°C are allowed to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves provided the contents of para 2(b) and 2(c) of this Port Marine Circular are strictly adhered to.

(e) Conventional Cargo Vessels carrying bulk liquid cargo in deep tanks with a flash point of 60°C and above are allowed to berth at approved conventional wharves, eg. Jurong Port or Sembawang wharves provided the contents of para 2(b) and 2(c) of this Port Marine Circular are strictly adhered to.

LIM KHOK CHENG
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel : 325 2471
Fax : 325 2484
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO 99 OF 1997

29 Dec 97

To: Shipping Community
    Harbour Craft Community

HEIGHT RESTRICTION AT THE SECOND CROSSING (BRIDGE) FOR VESSELS USING THE SINGAPORE CHANNEL TO ENTER OR LEAVE THE WEST JOHOR STRAIT

1 The second crossing (bridge) linking Johor and Singapore is completed. An elevation of the bridge seen from the south is shown in the diagram which appears as Appendix 1. The navigable part of the channel under the bridge which lies within Singapore waters is 75 metres wide between Pier 24 and Pier 25. The height of the bridge over this channel is 12 metres above Mean High Water Spring (MHWS). This channel, named Singapore Channel, is marked by green conical buoys whose positions and light characteristics are indicated on the attached chartlet.

2 Pursuant to Section 43 and Section 45 of the Maritime and Port Authority of Singapore Act (Cap.170A), the Port Master hereby directs, that with effect from 1 Jan 1998 0001 hrs, vessel whose height* exceeds 10 metres or whose beam exceeds 15 metres is not permitted to use the Singapore Channel to transit under the bridge as described in paragraph 1 above. Vessel whose height is 10 metres or less or whose beam is 15 metres or less intending to transit under the bridge for the purpose of entering or leaving the West Johor Strait are to call Jurong Control on VHF Channel 22 to seek channel clearance. When doing so, the vessel is to provide Jurong Control with the following information:

   (a) name of vessel;
   (b) height;
   (c) beam;
   (d) whether vessel is under tow;
   (e) current location; and
   (f) intended location.
The height of vessel referred to in this circular is 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.

3 When channel clearance as specified in paragraph 2 above is granted, the Master of the vessel shall comply with the following conditions:

(a) Navigation under the bridge shall be conducted in accordance with the directions and during the times given in Appendix 2;

(b) The vessel shall approach and proceed under the bridge at the slowest speed consistent with safe navigation; and

(c) A vessel under tow shall have at least 2 suitable tugs in attendance.

Lights on the Bridge

4 The following lights are mounted on the Singapore side of the bridge:

(a) Marine Traffic Control lights;
(b) Sector lights;
(c) Bridge lights; and
(d) Pier lights.

Details of the above lights are given in Appendix 3.

Information on Piers

5 The Public Works Department has advised that the fendering system for the bridge piers No 24 & No 25 (as indicated in Appendix 1) is designed for a vessel of the following parameters:

- Displacement of Vessel: 4000 tonnes
- Length: 75m
- Beam: 15m
- Draft: 3.5m
- Design Speed: 8 knots
- Side Impact Angle: 20°
- Light: Fixed Yellow (marking the edge of fenders)

Navigation under the bridge on the Malaysian side

6 Vessels of more than 10 metres in height intending to use the navigational channel under the bridge on the Malaysian side are advised to call Lima Johor on VHF Channel 67. The calling vessel shall state its name, call-sign, port of registry, air-draft, length, gross tonnage, cargo on board and the intended direction of passage i.e. northbound or southbound. The maximum height* for vessel using the
Malaysia Channel is 23 metres. Vessels transiting under the bridge shall be subjected to the navigational traffic light system. Vessel whose height exceeds 23 metres are not permitted to navigate under the bridge.

7 Mariners are advised to contact the following Malaysian Authorities for information on navigation under the bridge on the Malaysian side:

The Director
Marine Department Southern Region
P.O. Box 139,
80710 Johor Bahru
Johor
Tel : 607-2248093/4
Fax : 607-2248092

CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 325 2455
FAX: 325 2454
MALAYSIA - SINGAPORE SECOND CROSSING (BRIDGE)

Figure 1

(View from the South)

Figure 2

MAXIMUM HEIGHT OF VESSEL
NOT TO EXCEED 10 METRES

Pier 24

75m

Pier 25
TIMINGS FOR NORTHBOUND AND SOUTHBOUND PASSAGE IN SINGAPORE CHANNEL

Every vessel transiting under the bridge shall only do so according to the times given below:

<table>
<thead>
<tr>
<th>NORTHBOUND VESSEL</th>
<th>SOUTHBOUND VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>0000 - 0020</td>
<td>0030 - 0050</td>
</tr>
<tr>
<td>0100 - 0120</td>
<td>0130 - 0150</td>
</tr>
<tr>
<td>0200 - 0220</td>
<td>0230 - 0250</td>
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<td>0300 - 0320</td>
<td>0330 - 0350</td>
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<td>0400 - 0420</td>
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<td>1830 - 1850</td>
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<tr>
<td>1900 - 1920</td>
<td>1930 - 1950</td>
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<tr>
<td>2000 - 2020</td>
<td>2030 - 2050</td>
</tr>
<tr>
<td>2100 - 2120</td>
<td>2130 - 2150</td>
</tr>
<tr>
<td>2200 - 2220</td>
<td>2230 - 2250</td>
</tr>
<tr>
<td>2300 - 2320</td>
<td>2330 - 2350</td>
</tr>
</tbody>
</table>

To assist mariners, a panel of marine traffic control lights is installed at mid-point of the bridge above the Singapore Channel. The significance of the lights to mariners is as follows:

**Fixed RED**  - Vessel shall not proceed through the channel.

**Fixed GREEN** - Vessel may proceed through the channel.

**Flashing GREEN** - Caution. Light changing shortly. Vessel in channel to proceed and clear bridge.

The marine traffic control lights are operated round the clock. In the event of malfunction of these lights, mariners shall continue to observe the traffic times indicated above.
DETAILS OF LIGHTS

1  MARINE TRAFFIC CONTROL LIGHTS

Nominal Range of Lights : 1 kilometre (day); 4 kilometres (night)
Light Axis : 204° 00' 00" (for lights facing South direction)
Light Axis : 026° 30' 00" (for lights facing North direction)
Fixed Green : 20 minutes - vessel proceeds
Flashing Green : 10 minutes - vessel in channel continues to proceed
Fixed Red : 30 minutes - no go

Note: Traffic direction changes every 30 minutes
Traffic direction : 1st half hour - North bound
                  2nd half hour - South bound

2  SECTOR LIGHTS

(a) Approach from South
Light Character : Flashing 2.5 sec
Colour of sectors : Red(1.5°) - White(10°) - Green(1°.5)
Axis of Sector Light : 204° 00' 00"
Nominal Range : 3.5 nautical miles

(b) Approach from North
Light Character : Flashing 2.5 sec
Colour of sectors : Red(1.5°) - White(8°) - Green(1.5°)
Axis of Sector Light : 026° 30' 00"
Nominal Range : 2.0 nautical miles

3  BRIDGE LIGHTS

Light character : Fixed Yellow
Nominal Range : 2 nautical miles
Arc of visibility : 180°

Note: The bridge lights mark the edge of the navigational channel.

4  PIER LIGHTS

Light Character : Fixed Yellow
Arc of visibility : 360°

Note: The pier lights mark the edge of fenders.
PORT MARINE CIRCULAR
NO 96 OF 1997

1 Dec 97

To: Shipping Community
    Harbour Craft Community

CONTROL OF MARINE TRAFFIC IN CRUISE BAY

1. Former Port Marine Circular No. 13 of 1995 is hereby cancelled. This is a reproduction of the circular with amendments.

2. Pursuant to Regulations 29 and 49 of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the master, owner, agent, or person-in-charge of a vessel (including harbour/pleasure craft) entering, manoeuvring within or leaving the Cruise Bay (see attached Appendix I) shall comply with the following:

   (a) **Height Restriction**

      Cruise Bay is located within the Height Restricted Area. All vessels with height exceeding 48 metres entering, manoeuvring within, leaving or mooring alongside the facilities inside Cruise Bay shall comply with the prohibitions and restrictions contained in Appendix II of this circular.

   (b) **Cruise Bay Control - VHF Channel 5**

      Cruise Bay Control operates on VHF channel 5. All vessels manoeuvring within Cruise Bay shall maintain a listening watch on VHF channel 5. If VHF Ch 5 is inoperative, the back up VHF channel 12 shall be used.

   (c) **Channel Clearance**

      All vessels with length or height exceeding 30 metres shall call Cruise Bay
Control and seek channel clearance before entering, manoeuvring within or leaving Cruise Bay.

(d) **Holding Area**

Regional and Domestic Ferries shall wait at the Holding Area (see attached Cruise Bay chartlet) until channel clearance is granted by Cruise Bay Control to enter Cruise Bay.

(e) **Speed Limit**

The maximum speed within Cruise Bay is 6 knots.

(f) **Conduct of Regional Ferries, Domestic Ferries and Harbour Craft**

Masters of regional ferries, domestic ferries and harbour craft shall:

(i) keep a proper lookout for piloted vessels berthing or unberthing at Singapore Cruise Centre or at Keppel Shipyard and avoid impeding their safe navigation;

(ii) when in the Precautionary Area (see Appendix I), avoid crossing ahead or astern of a vessel engaged in a swinging manoeuvre;

(iii) where it is safe and practicable, keep as near to the outer limit of the channel which lies on her starboard side;

(iv) when leaving Cruise Bay, avoid immediately crossing the entrance of the Bay (in the vicinity of Tg Rimau and Tg Belayer) so as to proceed towards the Western Working Anchorage; and

(v) wait off Meander Shoal until the departing ferry is well clear of the approaches to the berth.

3. Masters of all vessels and craft are reminded to comply with the Prevention of Collisions at Sea Regulations (COLREG), and in particular Rule 9, which gives details on the conduct of vessels navigating in narrow channels. They are further reminded to navigate with extra caution and maintain a good lookout when nearing the entrance to Cruise Bay.
Appendix I

Please refer to attached chartlet

CRUISE BAY

Cruise Bay (see attached chartlet) is bounded by the line joining the position 1° 15.599'N 103° 48.531'E to the position 1° 15.760'N 103° 48.425'E, thence eastward along the coastline to position 1° 15.788'N 103° 49.507'E, thence along the western side of the road link to the position 1° 15.395'N 103° 49.509'E, thence westward along the northern coastline of Pu Sentosa to the point of origin in position 1° 15.599'N 103° 48.531'E.

PRECAUTIONARY AREA

The area is East of the line joining the following co-ordinates:

a) Lat 01° 15.551'N Long 103° 48.910'E
b) Lat 01° 15.753'N Long 103° 48.910'E
c) Lat 01° 15.854'N Long 103° 49.021'E

HOLDING AREA FOR REGIONAL AND DOMESTIC FERRIES

The area is bounded by the following co-ordinates:

a) Lat 01° 15.500'N Long 103° 48.312'E
b) Lat 01° 15.500'N Long 103° 48.479'E
c) Lat 01° 15.382'N Long 103° 48.427'E
PROHIBITIONS AND RESTRICTIONS IN HEIGHT RESTRICTED AREA

Following are the prohibitions and restrictions:

a) No vessel above 52 metres in height shall enter the Cruise Bay Area.

b) No vessel in the Cruise Bay Area shall be modified to attain a height above 52 metres.

c) Subject to paragraph (b), the owner, agent, master or person-in-charge of a vessel which is to be modified to attain a height above 48 metres while such vessel is within the Cruise Bay Area shall prior to such modification give the Port Master notice in writing of the intention to modify the vessel and shall comply with such conditions as the Port Master may impose.

d) Subject to paragraph (a), no vessel above 48 metres in height shall enter, manoeuvre within or leave the Cruise Bay Area unless the owner, agent, master or person-in-charge of such vessel has prior to the vessel entering, manoeuvring within or leaving the Cruise Bay area obtained the written approval of the Port Master and complied with such conditions as the Port Master may impose.
SAFETY MEASURE FOR JET-SKIING IN SINGAPORE PORT WATERS

1. Port Marine Circular No. 40 of 1997 is hereby canceled. This is a reproduction of the circular with amendments.

2. Jet-skiing is fast growing in popularity as a sea sport. However, such high speed craft poses risks to the skier, swimmers, and other craft. For the safety of all concerned, the following safety measures are to be adhered to with immediate effect:

   (a) Jet skis must keep well clear of all swimmers and should not proceed within 300 metres of the water’s edge when skiing off beaches at Changi and Pasir Ris. The 300 metres clearance requirement is also applicable to other beaches where there are swimmers, other than at the East Coast beach where a 900 metres clearance requirement is applicable. (see chartlet);

   (b) Where jet skiers require to launch or recover their jet-skis from marinas or boatels located at Changi or Pasir Ris beaches, they shall proceed directly to and from the sea with extreme caution and at a speed that would not create any wake;

   (c) Off the East Coast beach, the jet-skiers are not to proceed within 900 metres of the water’s edge and no landing, launching or recovery of jet-skis are permitted;

   (d) Jet-skis are not permitted to tow any craft including aquaplaning craft, unless in an emergency;

   (e) Jet-skiing is strictly not permitted at night; and
Jet-skiers must don life-vest at all times when operating the skis.

In pursuant to regulation 6 (3) of the Maritime and Port Authority of Singapore (Pleasure Craft) Regulations 1997, the Port Master also directs that all jet-skis with a designed speed of more than 17 knots should be adequately insured for 3rd party liability and salvage. Owners are advised to inform their insurance companies so that the clause on speed warranty would be deleted from the policy.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO: 3252473
FAX NO: 3252484
SELF-PROPELLED OR COMPOSITE MODE REQUIRED FOR ALL BARGES FERRYING ROAD-TANKERS OR OTHER VEHICLES LOADED WITH DANGEROUS CARGOES

1. Former Port Marine Circular no. 19 of 1995 is cancelled. This is a reproduction of the circular with amendments.

2. The safe transportation of road tankers or other vehicles loaded with dangerous cargoes by barges is important. With immediate effect the Port Master in pursuance of Regulation 6 (6) of the MPA (Harbour Craft) Regulations, directs that all barges used for the purpose of ferrying road-tankers or other vehicles loaded with dangerous cargoes shall be self-propelled or composite mode.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO: 325 2473
FAX NO: 325 2484
6 Oct 97

To: Shipping Community

TALL VESSELS' MOVEMENTS SOUTH OF CHANGI AIRPORT

1 Former Port Marine Circular No 9 of 1991 is cancelled. This is a reproduction of the circular with amendments.

2 The Civil Aviation Authority of Singapore (CAAS) has requested that shipyard operators, masters, owners or agents of vessels with heights* exceeding 100m intending to conduct intra-port movements (within port limits) which require to transit, leave or move between Longitude "A" 103° 54'E and Longitude "B" 104°05'E, south and east of Changi Airport, to notify CAAS at least 3 working days in advance of such movements (See attached Chartlet). This is to allow CAAS to issue a NOTAM (Notice to Airmen) in order to keep aircraft pilots informed of such tall vessels' movements. The following procedure came into effect on 1 May 1987.

3 Prior to Movement

(a) When notifying CAAS as requested above, the following information are to be provided:

(1) Vessel's Registered Name/Call Sign;

(2) Height* of Vessel above waterline;

(3) Intended Route/Timings (with drawings of routes if possible);

(4) Point of Origin/Final Destination;

(5) Estimated Date/Time of crossing Longitudes 103° 54'E and 104°05'E;

(6) Contact Telephone Number
(b) The information should be sent by mail, telex or telefax to the following:

CIVIL AVIATION AUTHORITY OF SINGAPORE (CAAS)
AIR NAVIGATION SERVICES
OPERATIONS DIVISION
SINGAPORE CHANGI AIRPORT, 819643
CS-mailbox: GVT305
Telex: RS21231 AVIATEL
Telefax: 5456516

4 For clarification or urgent cases, please contact:

(a) Office Hours - AIR NAVIGATION SERVICES
OPERATIONS DIVISION
CAAS
Tel : 5412425

(b) Outside Office Hours - SUPERVISOR
CHANGI CONTROL TOWER
CAAS
Tel : 5412416 or 5412417

5 On passage

(a) Masters of vessels with heights* exceeding 100m above water-line intending to enter, transit, or leave the area defined in paragraph 2 of this circular are also required to report to Sembawang Control on VHF CH 21 when passing the Longitude "A" or "B" mentioned above, or when entering or leaving the Traffic Information Area of Serangoon Harbour.

(b) When entering the area, the report required to be made shall contain the following information:

(1) Vessel's Registered Name/Call Sign;

(2) Height* of Vessel above water line;

(3) Direction of Movement (Eastwards or Westwards); and

(4) Actual time of crossing Longitude "A" and estimated time of crossing Longitude "B" or vice versa;
or **

Actual time of crossing Longitudes "A" or "B" and estimated time of entering Traffic Information Area of Serangoon Harbour;

or **

Actual time of leaving Traffic Information Area of Serangoon Harbour and estimated time of crossing Longitude "A" or "B".

** (whichever is applicable)

(c) When leaving the area, a second report shall be made containing the following information:

(1) Vessel's Registered Name/Call Sign; and

(2) Actual time of crossing Longitude "A" or "B" or entry into Traffic Information Area of Serangoon Harbour.

In addition to the above reporting procedures, shipyard operators, masters, owners or agents are reminded that every vessel of 2,000 Gross Tonnage (GT) or above or of a height of more than 30 metres above her waterline are to comply with the Traffic Information System for vessels navigating within the East Johor Strait promulgated in Port Marine Circular No 87 of 1997.

* The height referred to in this circular shall be 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.

EDMUND WEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 3252463
FAX: 3252454
AREA IN WHICH TALL VESSELS WOULD AFFECT AIRCRAFT OPERATIONS

Note:
This chartlet is for illustration only and must not be used for navigation.
CONCESSIONARY PORT DUES RATE FOR VESSELS CONDUCTING TANK CLEANING IN PORT BEFORE PROCEEDING TO SHIPYARDS FOR REPAIRS

This is a reproduction of Port Marine Circular No. 23 of 1994 with amendments.

2 Currently, vessels conducting tank cleaning activities within the port before proceeding to shipyards pay Composite Port Dues according to item 1.1(b) of the 1996 Tariff.

3 To encourage tank cleaning activities to be conducted in port, MPA will grant a concessionary rate for Composite Port Dues levied for the period of tank cleaning in port.

4 Upon verification, the concessionary rate of $2.00 per 100 GT per 24 hours will apply for the actual tank cleaning period as approved by the Port Master subject to the following conditions:

   (a) tank cleaning rate is subject to a maximum period of 10 days per vessel call; and

   (b) the vessel must proceed to local shipyards for repairs immediately after tank cleaning.

5 Port Marine Circular No.23 of 1994 is hereby superseded.
TAN LAY THOK
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 68 OF 1997

15 Sep 97

To: The Shipping Community
The Harbour Craft Community

IMMOBILIZATION OF VESSEL’S ENGINES AT ANCHORAGES/WHARVES

1 Masters, owners, agents or persons-in-charge of vessels intending to immobilise the main engines of their vessels in port shall comply with the following conditions during the period of the immobilization:

(a) When At The Anchorlage

i) To have on board sufficient number of men at all times capable of veering cable and keeping anchor lights burning and taking appropriate action in case of an emergency; and

ii) To inform the Port Master without delay and by the most direct means (eg VHF Channel 7, 12 or 68) in the event of an emergency.

(b) When At A Berth

i) To obtain the approval of the berth operator;

ii) To have on board sufficient number of men at all times to take appropriate action in case of emergency;

iii) To inform the Port Master without delay and by the most direct means (eg VHF Channel 7, 12 or 68) in the event of an emergency; and

iv) To have emergency towing-wires laid over the sides of the bow and stern of the vessel.
2 In the event of a fire occurring on board the vessel during the period of the immobilization, the Port Master may direct the vessel to be shifted to another location. If due to any exigency, whereby the berth operator requires the vessel to be shifted immediately and the master, owner, agent, or person-in-charge cannot comply with such requisition, the Port Master may order the provision of tugs, pilot, etc to effect the shifting and all charges incurred shall be borne by the master, owner, agent or person-in-charge. This directive is made pursuant to Section 52 of the Maritime and Port Authority of Singapore Act.

3 Port Circulars No. 70 of 1984 and No. 44 of 1987 are hereby cancelled.

CHAN KENG NEE
for PORT MASTER
PORT MASTER’S DEPARTMENT
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 325 2455
FAX: 325 2454
Maritime and Port Authority of Singapore

Port Marine Circular

No 51 of 1997

28 Jul 97

To:
Shipping Community
Harbour Craft Community

Temporary Harbour Craft Permit (For an Unlicensed Vessel Intending to be Used Temporarily for Intra-Port Activities)

Former Port Marine Circular No 15 of 1992 is hereby cancelled. This is a reproduction of the circular with amendments.

2. Every vessel which is operating within the port as a harbour craft must be licensed in accordance with Regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations 1997.

3. Any vessel, which is not licensed as a harbour craft but is intended for temporary use for intra-port transportation of cargo or passengers, or for any intra-port activities, may apply for a Temporary Harbour Craft Permit. Some of the intra-port activities ordinarily undertaken by harbour craft are: performing towing job, floating crane, work-barge, salvage or wreck removal vessel and for the transportation of any cargo or passengers.

4. The Temporary Permit can be obtained at the One-Stop Document Centre located at #01-26, Tanjong Pagar Complex, on payment of fee as shown in paragraph 5. The following documents (depending on the type of vessel) must be submitted together with the prevailing fee:

a) Loadline Certificate
b) Safety Construction Certificate
c) Safety Equipment Certificate
d) Oil Pollution Insurance
e) Civil Liability Convention (CLC) Certificate
f) Certificate of Fitness
g) Certificate of Lifting Test (for floating crane)
h) 3rd Party Insurance Policy - Any Provisional Cover Note or any Cover Note issued by an Insurer who is a registered company in
Singapore. In the case of a Protection & Indemnity (P & I) coverage, the P & I Club must be one which is recognised by the MPA and has a representative office in Singapore. Generally, the cover is for third party liabilities, including wreck removal and personal injuries.

5 The prevailing fees are:-

<table>
<thead>
<tr>
<th>$200</th>
<th>Per 100 GT per day or part thereof subject to a maximum of $5,000 per day</th>
<th>- for a vessel used as a tug; floating crane, work barge, salvage or wreck removal vessel, transportation of cargo or passengers, or any other activities ordinary performed by a harbour craft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>$5,000</td>
<td>(FLAT RATE) per shuttle load irrespective of Gross Registered tonnage (GT)</td>
<td>- for a vessel used as a tanker, or for the purpose of transferring slop or bunkers.</td>
</tr>
</tbody>
</table>

6 A ‘shuttle load’ shall be defined as loading at one terminal for discharge at one or more terminals within the port. Loading at more than one terminal shall be considered as more than one ‘shuttle load’.

7 Any vessel which is not licensed as a harbour craft or is not issued with a valid temporary harbour craft permit shall, when engaged in any intra-port activities, be deemed to have contravened Regulation 4 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations 1997.

8 For further clarification, please call telephone 3252372/3.

CHUA KIM THOR
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO : 3252466
FAX NO : 3252484
To: Shipping Community
Harbour Craft Community

FISHING VESSELS OF LESS THAN 2000 GT AND OTHER VESSELS OF LESS THAN 500 GT

1. Port Circular No 107 of 1988 is hereby cancelled. This is a reproduction of the circular with amendments.

2. Pursuant to Regulation 45(2) of the Maritime and Port Authority of Singapore (Port) Regulations 1997, the Port Master hereby declares that with immediate effect and until further notice the undermentioned categories of vessels are prohibited to anchor in the Eastern Working Anchorage. They may anchor at the Small Craft Anchorage or the Laid-Up Vessels Anchorage.

3. The categories of vessels referred to in paragraph 2 are:

   (a) Fishing vessels of less than 2000 GT; and

   (b) Other vessels of less than 500 GT.

4. This prohibition to anchor in the Eastern Working Anchorage shall not apply to vessels awaiting to berth at PSA Container Terminals at Tanjong Pagar.
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 44 OF 1997

14 Jul 97

To: Shipping Community
    Harbour Craft Community
    Pleasure Craft Community

POWERED PLEASURE CRAFT DRIVING LICENCE FOR HOLDERS OF PORT LIMIT STEERSMAN/HELMSMAN OR SPECIAL GRADE (DECK OFFICER) MANNING LICENCE

1 Former Port Circular No 92 of 1988 is hereby cancelled. This is a reproduction of the circular with amendments.

2 Pursuant to Regulation 44 of the MPA (Pleasure Craft) Regulations 1997, the Port Master hereby exempts the holders of Port Limit Steersman or Helmsman Manning Licences issued under the provisions of the MPA (Harbour Craft Manning Licence Examination) Regulations 1997 from the requirement (under Regulation 28 of the MPA (Pleasure Craft) Regulations 1997) of having to obtain a Powered Pleasure Craft Driving Licence. The holders of the said manning licences are however required to carry with them the valid manning licences whenever they are driving a powered pleasure craft within port limits.

3 Singaporeans and Permanent Residents who are holders of Special Grade (Deck Officer) Manning Licence shall be exempted from the Powered Pleasure Craft Driving Licence (PPCDL) Course for the purpose of issuing the PPCDL. However, in order to obtain a PPCDL they shall be required to successfully complete the PPCDL theory and practical examinations.
To: Shipping Community
Harbour Craft Community

COMPLIANCE WITH THE MERCHANT SHIPPING (NON-CONVENTION SHIPS) SAFETY REGULATIONS, 1981 IN RESPECT OF SELF-PROPELLED LANDING CRAFT USED FOR THE PURPOSE OF FERRYING ROAD TANKERS OR OTHER VEHICLES WITH DANGEROUS GOODS WITHIN THE PORT

1 With a view to enhancing the safe transportation of road tankers or other vehicles loaded with dangerous goods within the port, the Port Master pursuant to Regulation 6 of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations 1997:

(a) directs that all craft used for the above purposes shall be self-propelled or in composite mode; and

(b) hereby requires all self-propelled landing craft seeking to be licensed as harbour craft to transport road tankers or other vehicles with dangerous goods to:

(i) be surveyed and issued with safety certificates in accordance with the Merchant Shipping (Non-Convention Ships) Safety Regulations (Rg 9); or

(ii) furnish equivalent safety certificates issued in compliance with the said Merchant Shipping (Non-Convention Ships) Safety Regulations by a recognised classification society on behalf of the flag administration of the vessel.
2 Owners, agents, masters and persons-in-charge of such craft are advised that the Cargo Ship Safety Construction Certificate, Cargo Ship Safety Equipment Certificate and Cargo Ship Safety Radiotelephony Certificate issued must be produced to the Licensing Office when application is made to licence the craft.

3 Port Circular No. 58 of 1984 and Port Marine Circular No. 19 of 1995 are hereby cancelled.

RAY TAY
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 3252800
FAX: 3252484
To: Shipping Community
    Harbour Craft Community

PORT LIMIT MANNING LICENCE ISSUED TO NON-SINGAPOREAN DECK AND ENGINE OFFICERS

1. Former Port Marine Circular No 12 of 1995 is hereby cancelled. This is a reproduction of the circular with amendments.

2. The Harbour Craft and Shipping Communities are advised that as of 1 Jul 95, a valid Work Permit issued by the Ministry of Labour (MOL), is required for the issue or renewal of the Port Limit Deck and Engine manning licence for Non-Singaporean certificated crew.

3. The Work Permit is an additional requirement. For the issue of a Port Limit Special Grade Manning Licence, Non-Singaporean Deck and Engine Officers are still required to meet the following conditions:

   a) They must be signed on a valid Crew Article of Agreement of a harbour craft that is registered under the Singapore flag. (The harbour craft licence number is reflected on the manning licence issued.)

   b) The Deck Officers must have completed the "Harbour Craft Master's course (Module 1)" conducted by the National Maritime Academy or an equivalent course previously conducted by the Singapore Port Institute (SPI).

   c) They must abide by any other requirements stipulated by the Port Master.
4 The Communities are reminded that manning licence issued to Non-Singaporeans under the abovementioned conditions, is **only valid** if the licensee who operates the harbour craft is reflected on the manning licence. Otherwise, the harbour craft will be deemed to be not or inadequately manned by required licensed personnel. This is an infringement of Regulation 24(1) of the Maritime and Port Authority of Singapore (Harbour Craft) Regulations.

5 For queries on Work Permit, please contact the MOL for clarifications at Tel: 5395291, 5395293 or 5395331.

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL NO. 325 2473
FAX NO. 325 2484
To:     Shipping Community
       Harbour Craft Community

BUNKERING AT SHIPYARD

1. The owners, agents, masters, or persons-in-charge of vessels are hereby informed that permission may be obtained from the Port Master to receive Class 'C' (Flash Point above 60 degrees C) petroleum bunkers at shipyards.

2. The owner, agent, master or person-in-charge of the vessel seeking permission is required to comply with the following:
   a) obtain the prior permission of the shipyard;
   b) obtain a confirmation from the bunker barge operator that the bunker barge is not carrying or has not previously carried as her last cargo, any Class ‘A’ or Class ‘B’ petroleum i.e. petroleum with a flash point of 60 degrees C or below;
   c) confirm that all hot works on board have been completed.

3. Requests from vessels for bunkering operations may be transmitted by FAX: 3252484 to Enforcement Section with the following information:
   a) Date of operation
   b) Name of vessel
   c) Licence number of bunkering barge
   d) Name of shipyard and berth
   e) Confirmation that the conditions stipulated in paragraph 2 are complied with.

4. A copy of the request is to be transmitted to the shipyard and the bunkering company.

5. Port Circular No 13 of 1986 and Port Marine Circular No 26 of 1997 are hereby cancelled.
RAY TAY
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
TEL: 325 2800
FAX: 325 2484
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 27 OF 1997

6 Jun 97

To: Shipping Community
   Harbour & Pleasure Craft Communities

CONTROL OF PARACHUTISTS AND HAND-GLIDING ACTIVITIES

1 Former Port Circular No 45 of 1988 is cancelled. This is reproduction of the circular with amendments.

2 Pursuant to Regulation 53 of the Maritime And Port Authority of Singapore (Pleasure Craft) Regulations 1997 the Port Master hereby directs that no pleasure craft shall be permitted to tow parachutes or other devices used in connection with hang-gliding or other similar activities within the Port Limits of Singapore.

3 Any person who contravenes the above mentioned prohibition shall be guilty of an offence and shall be liable on conviction to a fine not exceeding five thousand dollars and, in the case of a continuing offence, to a further fine not exceeding one thousand dollars for every day or part thereof during which the offence continues after conviction.

CHAN KENG NEE
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

TEL: 325 2455
FAX: 325 2454
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO 23 OF 1997

30 May 97

To
Shipping Community

REQUIREMENT FOR DAMAGED VESSELS ENTERING PORT

1 Former Port Circular No 36 of 1985 is hereby cancelled. This is a reproduction of the circular with amendments.

2 To ensure safety of a damaged vessel wishing to enter the port, Owners/Agents shall provide the Enforcement Section of the Port Master's Department with a full written report of the damages sustained, any temporary repairs carried out, particulars of cargo on board, whether the vessel is assisted by salvage tugs and the purpose of coming into port so that appropriate assessment could be made. The report should include any abnormality affecting the conduct of the vessel. Where temporary repairs had been carried out at the last port, a confirmation from the Classification Society concerned that the vessel had been surveyed to satisfaction and fit to proceed to Singapore is required.

3 In addition to the above reports stated in para 2, Owners / Agents are to submit the following documents to the Enforcement Section:

   a) Application for damaged vessel to enter port;
   b) Letter of Promise from vessel's local P & I Club;
   c) Letter of Undertaking from vessel's local agent;
   d) Certificate of fitness or Seaworthiness Certificate from the Classification Society; and
   e) Letter from local shipyard (for vessel proceeding to shipyard).

(The relevant forms are available on request from the Enforcement Section)

HILBERT FERNANDEZ
for PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE
DID : 3252473
FAX : 3252484
MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
NO. 14 OF 1997

15 May 97

To: Shipping Community
Harbour Craft Community

HANDLING OF VESSELS CARRYING LIQUEFIED GASES IN BULK

1 Former Port Circular No 4 of 1981 is hereby cancelled. This is a reproduction of the Circular with amendments.

2 Reference is made to Regulation 14 of the Maritime And Port Authority of Singapore (Dangerous Goods, Petroleum and Explosives) Regulations 1997.

3 With immediate effect, the owner or operator of a wharf or terminal at which any vessel loads or discharges Class 'A' or Class 'B' petroleum shall when handling any vessel carrying hazardous liquefied gases in bulk adopt an operational standard of safety no less than that of the "Tanker Safety Guide (Liquefied Gas)" published by the International Chamber of Shipping, London (1995).

MARK HEAH
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

Tel:  3252468
Fax:  3252454