



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR NO. 13 OF 2017

19 Sep 2017

Shipping Community
Harbour Craft Community
Pleasure Craft Community

AMENDMENTS TO THE MARITIME AND PORT AUTHORITY OF SINGAPORE (PORT) REGULATIONS

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>, 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

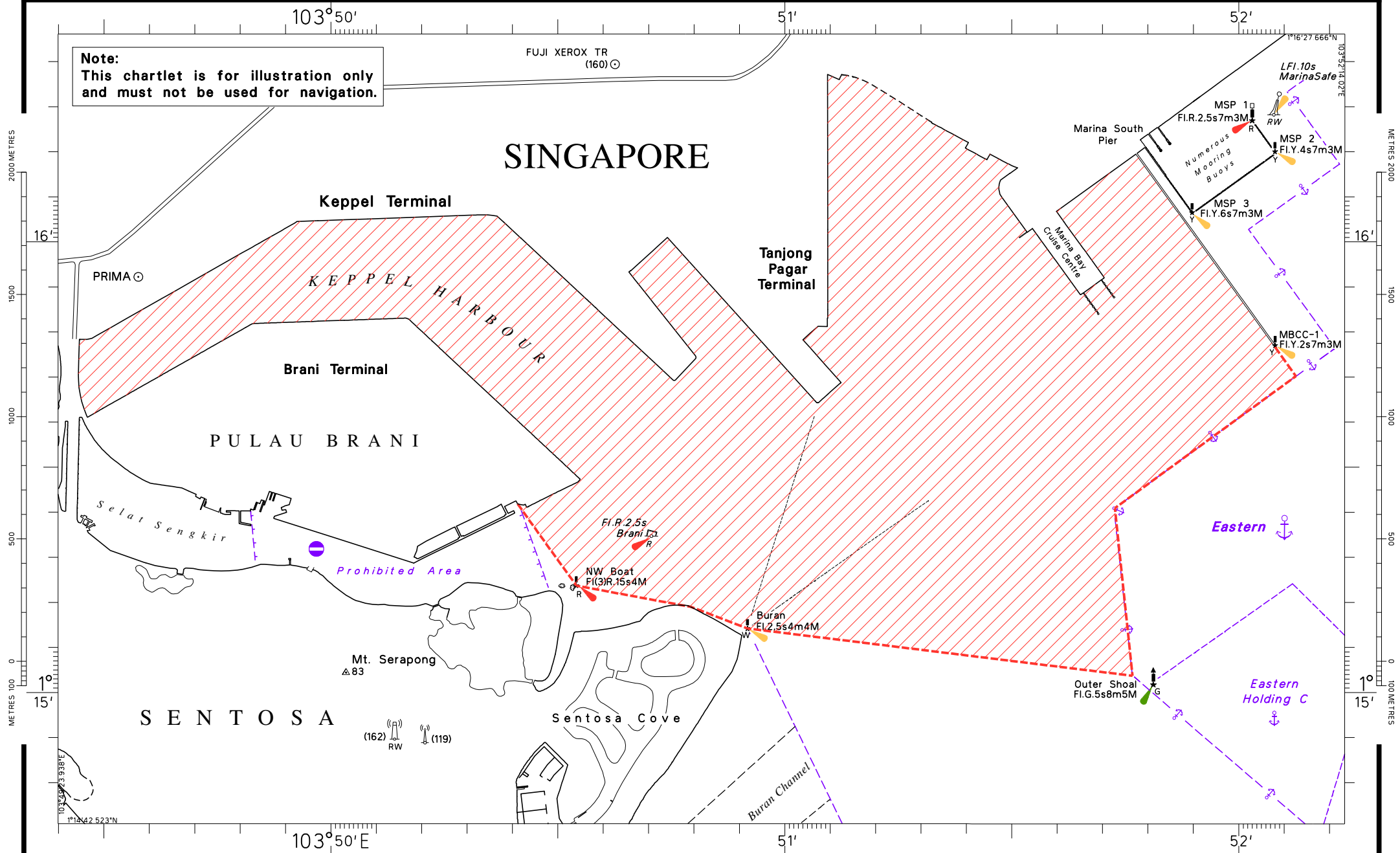
PORT MASTER

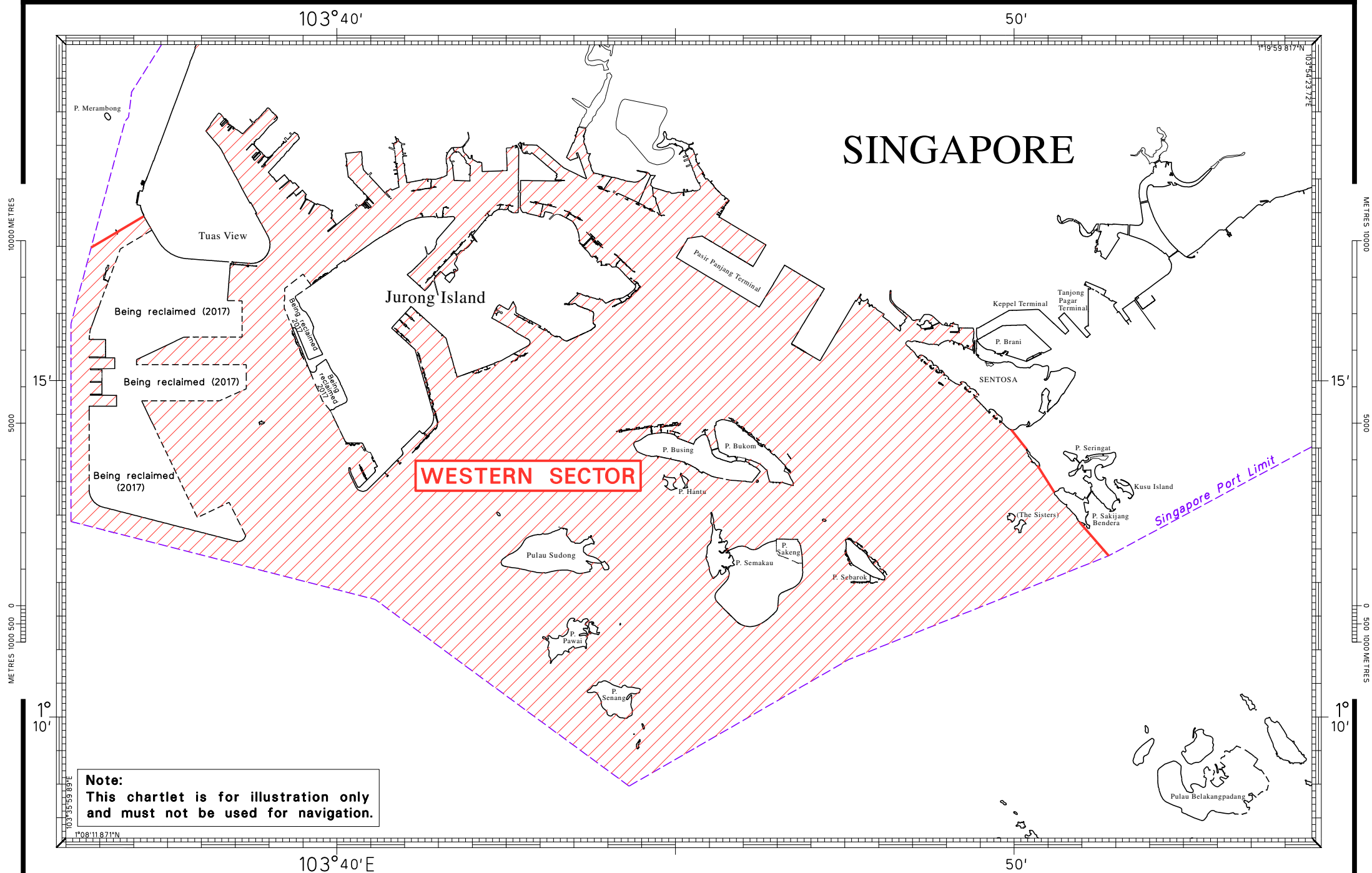
MARITIME AND PORT AUTHORITY OF SINGAPORE

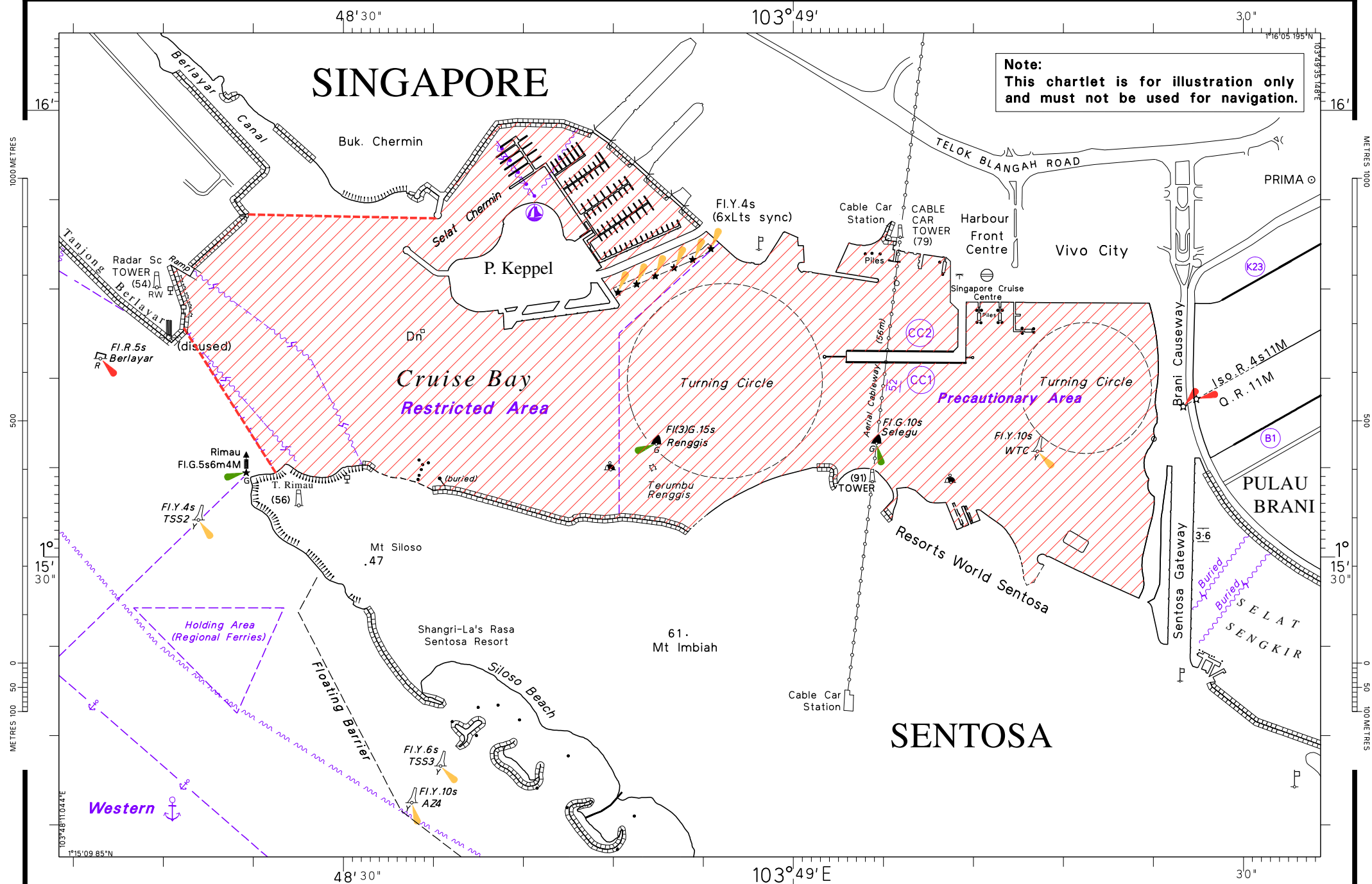
KEPPEL HARBOUR

WGS84

Appendix A







First published in the *Government Gazette*, Electronic Edition, on 15 September 2017 at 5 pm.

No. S 000

**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°51.766’E thence by a line to position 1°15.142’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) 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:

“FIFTH SCHEDULE

Regulation 29A(1)

NAVIGATION UNDER BRIDGE

Name of Bridge	Maximum Height of Vessel in metres	Maximum Beam of Vessel in metres	Part of Bridge Where Vessel May Pass Under	Other Restrictions
1. Jalan Buroh Bridge	7.3	25	Any part	Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master
2. Sungei Pandan Bridge	2.8	No maximum	At centre of span of bridge	Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master
3. Second Crossing Bridge at Tuas	10	15	Between Piers 24 and 25	(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.

”.

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”.

Saving and transitional provisions

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.

*[G.N. Nos. S 215/2004; S 661/2004; S 26/2005; S 472/2005; S 679/2011;
S 172/2012; S 334/2015]*

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]