



## MARITIME AND PORT AUTHORITY OF SINGAPORE

### PORT MARINE CIRCULAR NO. 02 of 2018

14 Feb 2018

Shipping Community  
Harbour Craft Community  
Pleasure Craft Community

### **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  | <b>Appendix 2</b> |
| (b) Jurong and Western Sector                             | <b>Appendix 3</b> |
| (c) Port of Singapore – Anchorages, Fairways and Channels | <b>Appendix 4</b> |

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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8 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<sup>1</sup> 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:

(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: AEBC)** 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 Anchorage Scheme. Height restriction of 49 metre is applicable.

**\*Note:** There is no change to this anchorage.

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<sup>1</sup> 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<sup>2</sup> 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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<sup>2</sup> 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°52.022'E
(52)	01°16.173'N	103°52.222'E
(53)	01°16.333'N	103°52.107'E
(54)	01°16.563'N	103°52.427'E
(55)	01°16.441'N	103°52.493'E
(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
(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 (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:

(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 (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:

(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 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

(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 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)	01°10.742'N	103°42.660'E
(134)	01°10.065'N	103°43.171'E
(135)	01°09.905'N	103°43.054'E
(136)	01°10.388'N	103°42.402'E
(133)	01°10.742'N	103°42.660'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)	01°10.388'N	103°42.402'E
(138)	01°10.742'N	103°42.660'E
(139)	01°11.426'N	103°42.144'E
(140)	01°12.169'N	103°40.514'E
(141)	01°11.780'N	103°40.436'E
(142)	01°11.746'N	103°40.566'E
(137)	01°10.388'N	103°42.402'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<sup>3</sup> 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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<sup>3</sup> 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
(209)	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

(237)	01°17.017'N	103°44.286'E
(238)	01°17.688'N	103°43.439'E
(239)	01°17.696'N	103°42.866'E
(240)	01°17.687'N	103°42.710'E
(227)	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:

(241)	01°16.028'N	103°38.429'E
(242)	01°16.368'N	103°38.698'E
(243)	01°16.910'N	103°39.767'E
(244)	01°17.153'N	103°40.112'E
(245)	01°17.608'N	103°40.701'E
(246)	01°17.797'N	103°41.098'E
(247)	01°17.910'N	103°41.848'E
(248)	01°17.964'N	103°42.682'E
(249)	01°17.685'N	103°42.679'E
(250)	01°17.621'N	103°41.596'E
(251)	01°17.413'N	103°40.892'E
(252)	01°16.937'N	103°40.275'E
(253)	01°16.674'N	103°39.903'E
(254)	01°16.435'N	103°39.433'E
(255)	01°15.922'N	103°39.077'E
(241)	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:

(256)	01°16.121'N	103°39.216'E
(257)	01°15.627'N	103°39.216'E
(258)	01°13.084'N	103°40.433'E

(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.

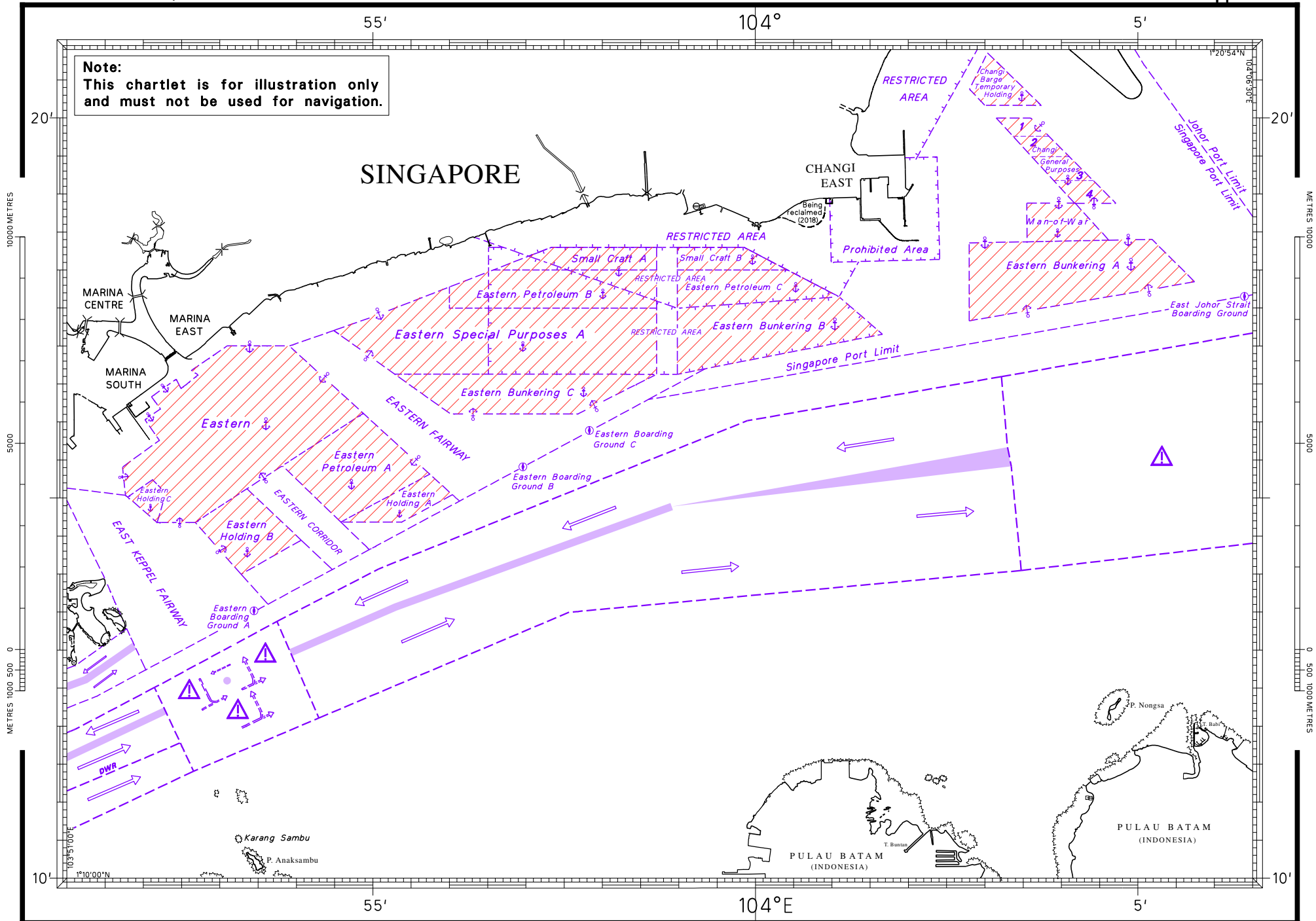
(2.12) **Berlayar Ferry Channel** is bounded by a line joining the following geographical positions:

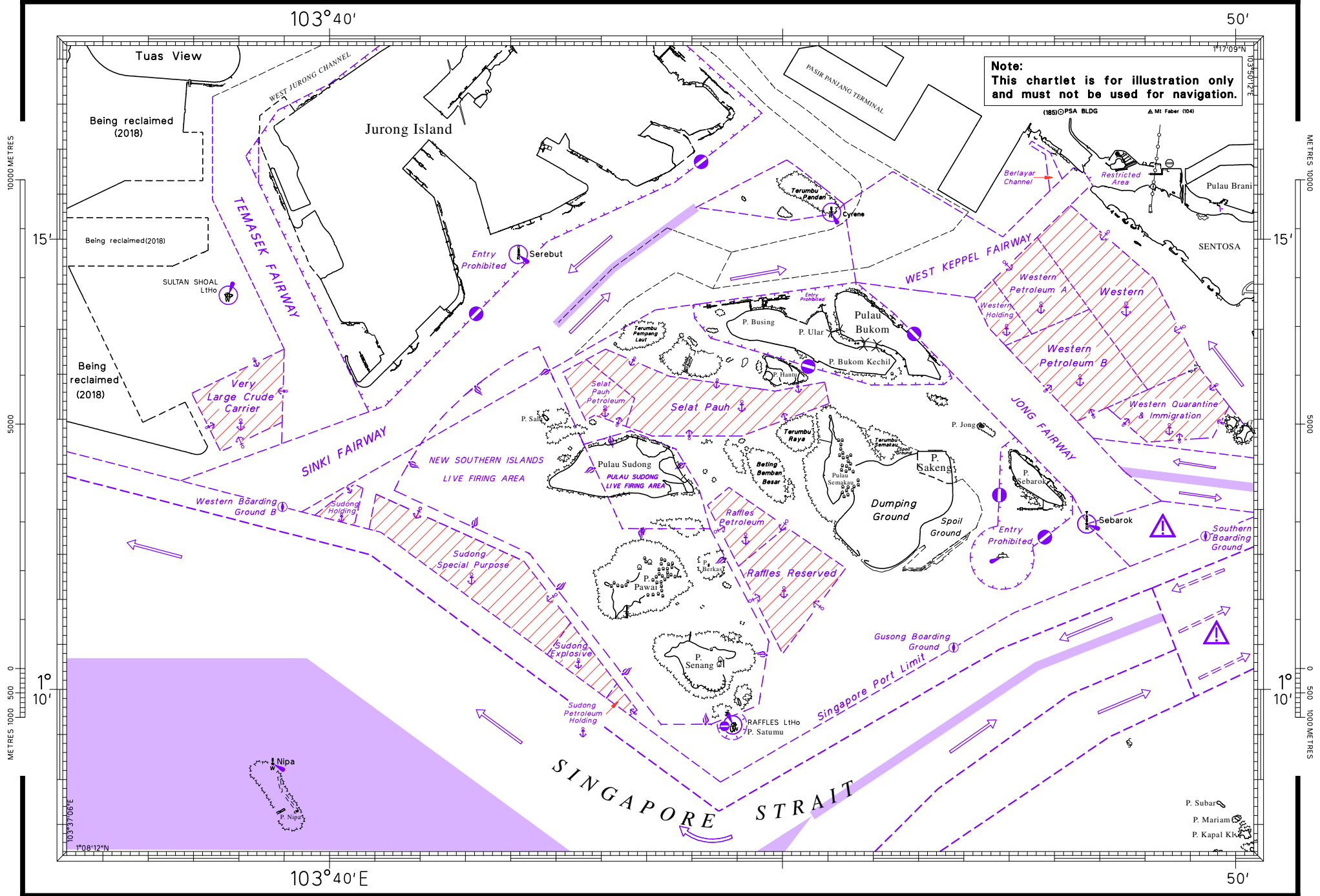
(276)	01 16.090'N	103 47.750'E
(277)	01 15.964'N	103 47.953'E
(278)	01 15.670'N	103 48.084'E
(279)	01 15.539'N	103 47.950'E
(280)	01 15.943'N	103 47.896'E
(281)	01 16.050'N	103 47.720'E

(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.

# ANCHORAGES, FAIRWAYS AND CHANNELS IN THE EASTERN SECTOR





# PORT OF SINGAPORE - ANCHORAGES AND FAIRWAYS

WGS84

Appendix 4

