



M P A
S I N G A P O R E

MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE NOTICE
NO. 47 OF 2013

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Shipping Community

REVIEW OF PORT DUES

MPA has completed a comprehensive review of Singapore's port dues structure and rates, in consultation with the shipping industry and other stakeholders. Our current port dues structure has served us well since its introduction in 1990. The review aims to ensure that the port dues framework remains relevant, to enhance Singapore's competitiveness as a hub port and to enable more efficient use of our limited anchorage space. As part of the port dues review, MPA will also simplify the port dues structure and streamline various incentive schemes.

2 The changes to port dues is expected to save the industry an additional \$11 million a year. This is on top of the \$11 million a year savings from the 20% port dues concession for container ships that will be made permanent and the \$7 million a year from the waiver of Maritime Welfare Fee introduced in October 2012.

3 Under the revised port dues structure, up to 83% of vessel calls are expected to pay lower port dues compared to today. About 10% of vessel calls will pay the same and up to 7% of vessel calls, mainly long staying vessels, may pay more port dues, if call patterns remain unchanged.

4 The current port dues structure consists of main rates and a series of incentive schemes. Under the revised port dues structure, we have streamlined these into 4 categories of port dues and some specific incentive schemes. The detailed revisions to MPA's port dues structure and schemes are as follows:

(a) Port Dues for Vessels Loading/Discharging Cargo or Embarking/Disembarking Passengers or Engaged in Other Afloat Activities (Category 1)

(i) As the vast majority of vessel calls stay in port for 5 days or less, Category 1 port dues rates for vessel calls staying from 1 to 5 days will be reduced; there will be no change to the port dues rates for vessel calls staying from 6 to 10

days; and to encourage quicker turnaround time, port dues rates for vessel calls staying for longer than 10 days will be increased. The revised Category 1 port dues rates are shown in **Annex A, table 1**.

(b) Port Dues for Vessels taking Bunkers/Ship Supplies/Changing Crew (Category 2)

(i) There are currently various incentive schemes for vessels taking bunkers/ship supplies/changing crew. To simplify the port dues structure, we have streamlined the Special Bunkering Anchorage Scheme and the Special Ship Supplies/ Crew Change Scheme into the Category 2 port dues rates. Vessel calls staying for 1 day will pay \$1 per 100 GT or part thereof; there will be no change to the port dues rates for vessel calls with 2 days port stay; and port dues rates for more than 2 days will be same as that for Category 1. The revised Category 2 port dues rates are shown in **Annex A, table 2**.

(c) Port Dues for Vessels at Shipyards (Category 3)

(i) To continue to promote shipyard repairs in Singapore and to simplify the port dues structure, Category 3 port dues rates for vessels calling at shipyards will be revised as shown in **Annex A, table 3**. In line with the purpose of Category 3 port dues rates, the concessionary rates will only apply to vessels calling at MPA designated shipyards for repair purposes (as declared in the Vessel General Declaration Form).

(ii) MPA is reviewing the locations currently classified as shipyards for the purposes of port dues and will notify companies of their classification by mid 2013.

(d) Port Dues for Offshore Support Vessels (Category 4)

(i) To support the development of Singapore as an offshore marine hub, new category 4 port dues rates for offshore support vessels will be introduced for an initial period of 5 years, subject to review thereafter. The concessionary rates will be applicable to offshore support vessels approved by MPA that moor or anchor at MPA designated offshore marine facility and/or anchorages in port. Category 4 port dues rates will not apply to offshore support vessels carrying out cargo operations. For cargo operations, Category 1 port dues rates will continue to apply. The new category 4 port dues rates are shown in **Annex A, table 4**.

(ii) The owner, agent or master of a vessel is required to apply to MPA annually for the vessel to be approved by MPA as an offshore support vessel (details on the application process will be released by mid 2013). An application fee of \$200 per vessel is payable for each application. The approval is valid for a period of 1 year commencing on the date of MPA's approval.

(e) Salvage Vessels 12-Month Port Dues Scheme

(i) To support the emergency response capabilities in the Port of Singapore, the current salvage tugs and barges moored at specified anchorages and private yards scheme will be replaced with a new scheme.

(ii) The owner, agent or master of a salvage vessel approved by MPA that carry requisite salvage equipment and who commits to respond to MPA's mobilisation calls when the vessel is available, may opt to pay port dues for a 12-month period at \$135/100GT or part thereof with no restriction on its maximum stay and mooring locations. Details on the application process will be released by mid 2013.

(f) Port Dues for a 12-Month Period

(i) The current port dues for a 12-month period remains relevant and will be continued. For consistency, the scheme will cover only the first 5 days of port stay per vessel call at MPA designated shipyards, in line with vessel calls at other locations in port.

(ii) For clarity, payment of port dues as per Category 1, 2, 3 or 4 will apply following the expiry of the port dues for a 12-month period, if the vessel is still in port.

(g) Port Dues for a 6-Month Period

(i) To allow for more flexibility in deployment in trade routes, the owner, agent or master of a vessel may opt to pay port dues for a 6-month period at \$100/100GT or part thereof. This scheme is similar to (f) Port Dues for a 12-month Period, except that it is for a shorter 6-month duration.

(h) New Frequent Caller Concession

(i) To encourage more calls in Singapore, a new frequent caller concession scheme will be introduced. In the event that the cumulative Category 1 port dues paid in any calendar year for a vessel for calls of not more than 5 days in port reaches 125% of Port Dues for a 12-month Period (i.e. \$168.75/100GT or part thereof), the owner, agent or master of that vessel may opt to enjoy either:

- 50% discount on Category 1 port dues payable for that vessel for calls of not more than 5 days in port for the rest of that calendar year; or
- 100% discount on Category 1 port dues payable for that vessel for calls of not more than 5 days in port for the rest of that calendar year if the owner, agent or master pays Port Dues for a 12-month Period for that vessel for the following calendar year.

(i) 20% Port Dues Concession for Container Ships

(i) To maintain Singapore's attractiveness as a transshipment hub port, the 20% port dues concession for container ships which will be expiring on 30 Jun 2014 will be made permanent with effect from 1 July 2014.

(ii) To better reflect its intended purpose, the 20% port dues concession for container ships will only apply to container ships whose purpose of call include cargo works and stay not more than 5 days in port.

(j) 50% Rebate for Maiden Voyage

(i) As MPA provides other forms of recognition to vessels on their maiden voyage call to Singapore, the 50% rebate for maiden voyage scheme will be discontinued.

5 Effective Date of Implementation: In general, revisions that would benefit, or have no cost impact on, the industry will take effect from 1 July 2013, while those that would lead to an increase in port dues payable will have a 6 months' notice period and take effect from 1 January 2014, to provide sufficient time for the industry to adjust to the changes. For more details, please refer to **Annex B**.

6 The gazetted port dues tariff can be found on MPA's website (www.mpa.gov.sg)> Quick Links > MPA Financial Matters > Port Dues from 1 July 2013 onwards.

LEE CHENG WEE
PORT MASTER
MARITIME AND PORT AUTHORITY OF SINGAPORE

ANNEX A – PORT DUES RATES FOR CATEGORY 1; CATEGORY 2; CATEGORY 3; AND CATEGORY 4

Table 1: Port Dues for Vessels Loading/Discharging Cargo or Embarking/Disembarking Passengers or Engaged in Other Afloat Activities (Category 1)

Duration of stay	Port Dues (per 100GT or part thereof)
1 to 5 days	\$7.00 + \$0.50 for each day or part thereof up to the 5 th day
6 to 10 days	\$11.00 + \$3.00 for each day or part thereof after 1 st 5 days
11 to 15 days	\$26.00 + \$4.50 for each day or part thereof after 1 st 10 days
16 to 20 days	\$48.50 + \$5.00 for each day or part thereof after 1 st 15 days
21 to 30 days	\$73.50 + \$5.50 for each day or part thereof after 1 st 20 days and up to the 30 th day
>30 days	*

* A successive increase of \$6 per 100 GT for each day or part thereof after every subsequent 10 days or part thereof (240 hours)

Table 2: Port Dues for Vessels Taking Bunkers/ Ship Supplies/ Changing Crew (Category 2)

Duration of stay	Port Dues (per 100GT or part thereof)
1 Day	\$1.00
2 Days	\$4.40
3 Days	\$8.50
4 Days	\$9.00
5 Days	\$9.50
6 to 10 Days	\$11.00 + \$3.00 for each day or part thereof after 1 st 5 days
11 to 15 Days	\$26.00 + \$4.50 for each day or part thereof after 1 st 10 days
16 to 20 Days	\$48.50 + \$5.00 for each day or part thereof after 1 st 15 days
21 to 30 Days	\$73.50 + \$5.50 for each day or part thereof after 1 st 20 days and up to the 30 th day
> 30 Days	*

* A successive increase of \$6 per 100 GT for each day or part thereof after every subsequent 10 days or part thereof (240 hours)

Table 3: Port Dues for Vessels at Shipyards (Category 3)

Duration of stay	Port Dues (per 100GT or part thereof)
1 Day	\$4.00
2 Days	
3 Days	
4 Days	
5 Days	
>5 Days	\$4.00 + \$0.25 for each day or part thereof after 1 st 5 days

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Table 4: Port Dues for Offshore Support Vessels (Category 4)

Duration of stay	Port Dues (per 100GT or part thereof)
1 Day	\$4.00
2 Days	
3 Days	
4 Days	
5 Days	
6 to 90 Days	\$4.00 + \$0.50 for each day or part thereof after 1 st 5 days and up to the 90 th day
>90 Days	\$46.50 + \$1.00 for each day or part thereof after 1 st 90 days

ANNEX B – EFFECTIVE DATE OF IMPLEMENTATION FOR REVISIONS TO MPA’S PORT DUES STRUCTURE AND SCHEMES

Description	Effective 1 July 2013	Effective 1 January 2014	Effective 1 July 2014
<p>a. Port Dues for Vessels Loading/Discharging Cargo or Embarking/Disembarking Passengers or Engaged in Other Afloat Activities (Category 1)</p>	<p>(i) Category 1 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for 1 to 5 days • Vessel calls for 6 to 10 days 	<p>(i) Category 1 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for more than 10 days 	
<p>b. Port Dues for Vessels taking Bunkers/Ship Supplies/Changing Crew (Category 2)</p>	<p>(i) Special bunkering anchorage scheme and Special Ship Supplies/ Crew Change Scheme streamlined into Category 2 port dues</p> <p>(ii) Category 2 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for 1 to 2 days • Vessel calls for 5 to 10 days 	<p>(i) Category 2 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for 3 to 4 days • Vessel calls for more than 10 days 	
<p>c. Port Dues for Vessels at Shipyards (Category 3)</p>	<p>(i) Category 3 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for more than 5 days 	<p>(i) Category 3 port dues:</p> <ul style="list-style-type: none"> • Vessel calls for 1 to 5 days <p>(ii) Category 3 port dues will only apply to vessels calling at MPA designated shipyards for repair purposes (as declared in the Vessel General Declaration Form)</p>	

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<p>d. Port Dues for Offshore Support Vessels (Category 4)</p>		<p>(i) New Category 4 port dues rates will be applicable to offshore support vessels approved by MPA that moor or anchor at MPA designated offshore marine facility and/or anchorages in port. Category 4 port dues will not apply to offshore support vessels carrying out cargo operations. For cargo operations, Category 1 port dues will continue to apply.</p>	
<p>e. Salvage Vessels 12-Month Port Dues Scheme</p>	<p>(i) New special annual dues scheme for salvage vessels</p>	<p>(i) Salvage tugs and barges moored at specified anchorages and private yards scheme discontinued</p>	
<p>f. Port Dues for a 12-Month Period</p>	<p>(i) Port dues as per Category 1, 2, 3 or 4 will apply following the expiry of the port dues for a 12-month period, if the vessel is still in port</p>	<p>(i) Port dues for a 12-month period will cover only the first 5 days of port stay per vessel call at MPA designated shipyards, in line with vessel calls at other locations in port</p>	
<p>g. Port Dues for a 6-Month Period</p>	<p>(i) New port dues for 6-month period</p>		

ANNEX B – EFFECTIVE DATE OF IMPLEMENTATION FOR REVISIONS TO MPA’S PORT DUES STRUCTURE AND SCHEMES

h. New Frequent Caller Concession		(i) New frequent caller concession scheme	
i. 20% Port Dues Concession for Container Ships			(i) To be made permanent and only apply to container ships whose purpose of call include cargo works and stay not more than 5 days in port.
j. 50% Rebate for Maiden Voyage	(i) 50% rebate for maiden voyage scheme discontinued		