

PILOTAGE

GENERAL

- 1 The Maritime and Port Authority of Singapore (MPA) Act 1996, Section 60, provides that:
 - (a) Every vessel while navigating in any pilotage district or part thereof shall be under pilotage and the owner, agent or master of the vessel shall comply with that requirement;
 - (b) A vessel while been moved within any area of the port which is or forms part of a pilotage district shall be deemed to be a vessel navigating in a pilotage district;
 - (c) The Authority (MPA) may, if it appears to the Authority to be necessary, exempt any vessel or class of vessels while navigating in any pilotage district from being under pilotage subject to such conditions as it may think fit to impose.
- 2 The MPA may, if it considers it expedient, authorise any person to pilot vessels in a pilotage district subject to such conditions as it thinks fit.
- 3 This directive sets out the vessels or class of vessels which are to be under compulsory pilotage and those which are exempted or in respect of which exemptions may be sought. This directive will come into force with immediate effect.
- 4 This directive shall not apply to or in relation to vessels belonging to or operated by the Maritime and Port Authority of Singapore, Singapore Police Coast Guard, Immigration and Checkpoints Authority of Singapore and the Singapore Armed Forces.

DEFINITIONS

- 5 'PILOTAGE DISTRICT'. The Pilotage District is described in the Maritime and Port Authority of Singapore (Pilotage District) Notification 1997. For the purpose of this circular, the Pilotage District is divided into three areas viz, "A", "B" and "D". These areas are defined in **Annex I** and depicted in **Annex II**.
- 6 'HEIGHT'. The height of a 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, structures 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.

COMPULSORY PILOTAGE

- 7 Compulsory pilotage applies to all liquefied gas carriers and chemical carriers. For the purpose of compulsory pilotage, a chemical carrier means any vessel which is carrying or has previously carried as a whole or part of the last cargo in bulk any of those dangerous chemicals listed in Chapter 17 of International Maritime Organisation's (IMO) International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (IBC Code). A vessel shall remain to be considered a chemical carrier so long as any of her cargo tanks or cargo system is not completely cleared and removed of any such residual cargo.
- 8 In addition to liquefied gas carriers and chemical carriers, other vessels to which compulsory pilotage applies, when moving within a particular area of the Pilotage District, are as indicated in **Table I**.

Table I

AREA OF MOVEMENT	VESSELS TO WHICH COMPULSORY PILOTAGE APPLIES
"A"	Every vessel of 300 GT or above
"B"	Every vessel of 5000 GT or above
"D"	Every vessel of 300 GT or above or of a height of more than 30 metres.