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**MARITIME AND PORT AUTHORITY OF SINGAPORE ACT
(CHAPTER 170A)**

**MARITIME AND PORT AUTHORITY OF SINGAPORE
(PORT) (AMENDMENT)
REGULATIONS 2012**

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, hereby makes the following Regulations:

Citation and commencement

1. These Regulations may be cited as the Maritime and Port Authority of Singapore (Port) (Amendment) Regulations 2012 and shall come into operation on 1st June 2012.

Amendment of regulation 45

2. Regulation 45 of the Maritime and Port Authority of Singapore (Port) Regulations (Rg 7) (referred to in these Regulations as the principal Regulations) is amended —

(a) by deleting paragraph (1) and substituting the following paragraph:

“(1) The channels, fairways and prohibited anchorage areas are specified in the Third Schedule.”; and

(b) by deleting the regulation heading and substituting the following regulation heading:

“**Channels, fairways and prohibited anchorage areas**”.

Amendment of regulation 47

3. Regulation 47 of the principal Regulations is amended —

(a) by deleting the words “any fairway” wherever they appear in paragraph (2) and substituting in each case the words “any channel or fairway”; and

(b) by deleting the regulation heading and substituting the following regulation heading:

“Obstruction of anchorage, channel, fairway or wharf”.

New regulation 49A

4. The principal Regulations are amended by inserting, immediately after regulation 49, the following regulation:

“Prohibitions and restrictions in other height restricted areas

49A.—(1) No person shall cause or permit a vessel to enter any height restricted area referred to in the Fourth Schedule, except in accordance with the conditions specified in that Schedule.

(2) 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 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.”.

Deletion and substitution of Second and Third Schedules and new Fourth Schedule

5. The Second and Third Schedules to the principal Regulations are deleted and the following Schedules substituted therefor:

“SECOND SCHEDULE

Regulations 43 and 51(1)

SPECIAL ANCHORAGES

The special anchorages for the purpose of these Regulations are set out in this Schedule. The geographical positions of the special anchorages are based on WGS84 datum. The special anchorages are charted in Singapore Nautical Charts numbered SP1, GSP1, 500, 501, 502, and Dual Badge Chart numbered 4030 to 4043.

1. The following special anchorages shall be used exclusively for the purposes specified in this Schedule:

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 |

 SECOND SCHEDULE — *continued*

(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.

- 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 purposes on prior permission of the Port Master.

- 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.

- 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 GRT 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.

SECOND SCHEDULE — *continued*

- 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.

- 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 GRT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

- 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 GRT 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.

- 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

 SECOND SCHEDULE — *continued*

- | | | |
|------|-------------|--------------|
| (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.

- 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 GRT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

- 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, and other vessels with prior permission of the Port Master.

- 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 |