

MARINE CIRCULAR

1 December 2013

NEW PILOTAGE TARIFF WITH EFFECT FROM 1 JANUARY 2014 ONWARDS

- 1) The last Pilotage tariff revision was in August 2010. Since then PSA Marine (PSAM) and the Maritime and Port Authority of Singapore (MPA) have been working closely to establish a pilotage tariff adjustment formula which took into account the National annual economic growth and wage changes.
- 2) Industry consultations were held with Singapore Shipping Association (SSA). PSAM responded to the feedback with the following proposal which was subsequently accepted by SSA and MPA:

New tariff rates with effect from 1 January 2014	New tariff rates with effect from 1 January 2015	New tariff rates with effect from 1 January 2016*
2.5% increment from current existing tariff	2.5% increment from 2014 tariff	2.25% increment from 2015 tariff

**** If the industry shows signs of recovery in the period Q1 to Q3 of 2015, PSAM will consult SSA to review the tariff rate based on the approved formula for implementation on 1 January 2016.***

- 3) The current pilotage tariff structure set in 1994 will also be aligned to reflect changes in the industry and is detailed below:
 - i) The gross tonnage (GT) cap will be revised at 120,000 GT instead of 60,000 GT. Every 10,000 GT incremental range will be increased by a base of \$35.00 over 5 years with increment to be factored in from item 2 above.
 - ii) Vessels with unusual characteristics and vessels on tow will be charged at twice the applicable pilotage rate for normal vessels (or 2.5 times applicable for short notice jobs). Please refer to the list of vessels with unusual characteristics and vessels on tow in Annex A.
 - iii) Vessels requiring emergency/special assistance will be charged at \$1,082.50 per hour regardless of GT. Short notice charges will not be applicable.
- 4) We are committed to build a pool of well trained and experienced harbour pilots to meet the growing demands of the industry.



Roger Teo
Head (Pilotage)

List of Vessels with Unusual Characteristics and Vessels on Tow

Vessels with Unusual Characteristics and Vessels on Tow		
1	Submarine	Vessel with unusual characteristics
2	Aircraft Carrier	Vessel with unusual characteristics
3	Special Jobs	Vessel with unusual characteristics Special jobs are: (1) where the deck cargo is stowed or suspended in such a manner as to protrude out of the side of the vessel; (2) Overheight deck cargoes; (3) Vessels with damage affecting seaworthiness. To be vetted by MPA (OPD)
4	Oil Rig	Only when on tow
5	Semi-Submersible Oil Rig	Only when on tow
6	Semi-Submersible Barge/Vessel	Only when on tow
7	Floating Production Storage & Offloading (FPSO)	Only when on tow
8	Drill Ship	Only when on tow
9	Barge/Vessel on tow	Non self-propelled. Composite units not considered

*** PSAM to consult MPA for vessels not reflected in this list**