(Updated to 1 May 2025)

SINGAPORE PORT INFORMATION

Year 2025

Published by the Hydrographic Division of Maritime and Port Authority of Singapore

© COPYRIGHT

Contact information:
Hydrographic Division
Maritime and Port Authority of Singapore
7B Keppel Road
#20-00 Tanjong Pagar Complex
Singapore 089055
Tel : 1800 272 7777 / (65) 6272 7777
Email : hydrographic@mpa.gov.sg

PREFACE

1. Port Information
   This publication contains Port Information such as Routeing System in the Straits of Malacca and Singapore, relevant Port Marine Circulars and Notices issued by the Port Master, Characteristics of Aids to Navigation, Port Facilities, IALA Maritime Buoyage System and Chart Catalogues. Information provided in this publication are correct up to the time of publication based on data available to the Hydrographic Division, Maritime and Port Authority of Singapore (MPA). Any updates or corrections will be updated into the respective pages accordingly.

2. Positions
   All geographical positions are referred to the World Geodetic System 84 (WGS 84).

3. Feedback
   In order to better serve the needs of users of the Singapore Port Information, users are encouraged to provide feedback via email at: hydrographic@mpa.gov.sg

4. Copyright
   All data contained in this publication are copyright reserved and shall not be reproduced.

   The hyperlinks in this publication and the respective data at the hyperlinks are copyright reserved by the respective organisations. Permission to reproduce the data from these must be obtained from the respective organisations.

5. Disclaimer
   The MPA makes no representations or warranties as to the accuracy, adequacy, veracity, quality or suitability of the information supplied by any organisation other than MPA and no endorsement of, or connection of MPA with, such information is to be inferred.

THAI LOW YING-HUANG
Chief Hydrographer
Maritime and Port Authority of Singapore

Contents

ROUTEING AND REPORTING INFORMATION

STRAITS OF MALACCA AND SINGAPORE - ROUTEING SYSTEM 6
MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE - STRAITREP 16
RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING THE HOURS OF DARKNESS 17
PRE-ARRIVAL NOTIFICATION / NOTIFICATION OF ARRIVAL 18
REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT 19
GUIDE TO VHF COMMUNICATION IN PORT AND SINGAPORE STRAIT 20
VHF RADIO TELEPHONE REPORTING PROCEDURES FOR VESSEL MANOEUVRING WITHIN THE TRAFFIC INFORMATION AREA (TIA) IN THE EAST JOHOR STRAIT 21
TALL VESSELS' MOVEMENTS IN PORT WATERS SURROUNDING CHANGI AIRPORT 22
HEIGHT RESTRICTED AREAS IN PORT 23

PILOTAGE AND PILOTAGE EXEMPTION INFORMATION

PILOTAGE 24
PILOTAGE EXEMPTION COURSE 33

PORT CLEARANCES AND REPORTING PROCEDURES

PORT HEALTH CLEARANCE PROCEDURES FOR VESSELS ARRIVING SINGAPORE 34
PORT CLEARANCE FORMALITIES FOR ARRIVING AND DEPARTING VESSELS 35
REPORTING OF MARINE INCIDENTS IN PORT 36
PASSAGE PLAN AND PILOTAGE GUIDELINES TO SHIPMASTERS 37
CONDUCT OF MANDATORY PORT LIMIT COURSES BY APPROVED TRAINING SERVICE PROVIDERS (TSPs) 38
FACILITIES FOR THE COLLECTION OF GARBAGE FROM SHIPS IN SINGAPORE 40
SINGAPORE PORT DUES 41

NAVIGATIONAL INFORMATION

ANCHORAGES AND FAIRWAYS IN THE PORT 42
DESIGNATED ANCHORAGES IN PORT 43
THE USE OF CANOES AND KAYAKS WITHIN THE PORT LIMITS OF SINGAPORE 45
CONTROLLING DEPTHS OF NAVIGATIONAL CHANNELS AND FAIRWAYS 46
DEPTHS OF RIVERS AND BASINS 46
VERTICAL AND SAFE OVERHEAD CLEARANCES UNDER BRIDGES AND AERIAL CABLEWAY 47

INFORMATION ON AIDS TO NAVIGATION

IALA MARITIME BUOYAGE SYSTEM 50
CHARACTERISTICS OF AIDS TO NAVIGATION 51
ABBREVIATIONS FOR LIGHT CHARACTERS AND COLOURS ON LIGHT BUOYS AND BEACONS 79
SEMAPHORE TOWER AT PULAU SATUMU - RAFFLES LIGHTHOUSE 80

INFORMATION ON WHARVES, DOCKS AND BERTHS

WHARVES AND BERTHS 81

1 CAFHI JETTY - TANJONG CHANGI (1°23·4'N, 103°59·9'E) 81
2 CHANGI - JOHOR/SINGAPORE FERRY TERMINAL (1°22·4'N, 104°00·4'E) 81
3 CHEVRON ORONITE PTE LTD - JURONG ISLAND (1°15·1'N, 103°42·1'E) 81
4 CHEVRON SINGAPORE PTE LTD - TANJONG PENJURU (1°17·7'N, 103°44·3'E) 81
5 CITY GAS PTE LTD - SENOKO GASWORK STATION (1°28·3'N, 103°48·4'E) 82
6 EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND & TANJONG SAKUNYIT (1°17·9'N, 103°41·3'E) 82
7 EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND (1°16·8'N, 103°41·5'E)
EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND (1°13·8'N, 103°40·9'E) 82
8 EXXONMOBIL ASIA PACIFIC PTE LTD - BANYAN BASIN (1°16·0'N, 103°41·2'E) 83
9 EXXON CHEMICAL SINGAPORE PTE LTD - BANYAN BASIN - JURONG ISLAND (1°15·9'N, 103°41·2'E) 83
10 FUEL OIL UNLOADING JETTY - TUAS POWER STATION (1°16·7'N, 103°38·8'E) 83

11 ADVARIO HELIOS SINGAPORE PTE LTD - TEMASEK BASIN - JURONG ISLAND (1°13·6'N, 103°40·4'E) 83
12 HORIZON SINGAPORE TERMINALS PTE LTD - BANYAN BASIN - JURONG ISLAND (1°14·7'N, 103°41·4'E) 83
13 JURONG PORT PTE LTD - JURONG TERMINAL - PULAU DAMAR LAUT (1°18·3'N, 103°43·1'E) 84
14 JURONG PORT PTE LTD - MARINA SOUTH WHARF (1°16·2'N, 103°51·4'E) 84
15 JURONG PORT UNIVERSAL TERMINAL PTE. LTD.- JURONG ISLAND - BANYAN BASIN (1°14·3'N, 103°41·3'E) 85
16 JURONG PORT TANK TERMINALS PTE LTD - JURONG PORT TANK TERMINALS - PULAU DAMAR LAUT (1°17.9N, 103°42·9'E) 85
17 JURONG ROCK CAVERNS - JURONG ISLAND (1°15·3'N, 103°41·2'E) 85
18 MARINA BAY CRUISE CENTRE SINGAPORE - MARINA SOUTH WHARF (1°15·9'N, 103°51·6'E) 85
19 ADVARIO SINGAPORE LTD / ADVARIO SINGAPORE CHEMICAL PTE LTD - JURONG ISLAND (1°16·8'N, 103°44·1'E) 86
20 KIM HOCK ENTERPRISE JETTY - SERANGOON HARBOUR (1°23·2'N, 103°58·3'E) 87
21 OIL STATES JETTY - TANJONG PENJURU (1°18·1'N, 103°43·8'E) 87
22 PETROCHEMICAL CORPORATION OF SINGAPORE - JURONG ISLAND - SAKRA BASIN (1°15·9'N, 103°43·0'E) 87
23 PSA SINGAPORE TERMINALS - BRANI TERMINAL (1°15·7'N, 103°50·2'E) 88
24 PSA JURONG ISLAND TERMINAL - JURONG ISLAND (1°16·7'N, 103°40·1'E) 88
25 PSA SINGAPORE TERMINALS - KEPPEL TERMINAL (1°16·0'N, 103°50·0'E) 88
26 PSA SINGAPORE TERMINALS - PASIR PANJANG TERMINAL (1°17·2'N, 103°46·1'E) 89
27 PSA SINGAPORE TERMINALS - SEMBAWANG WHARVES (1°27·7'N, 103°50·1'E) 90
28 PSA SINGAPORE TERMINALS - TANJONG PAGAR TERMINAL (1°16·0'N, 103°51·0'E) 90
29 PULAU TEKUKOR (1°13·8'N, 103°50·4'E) 90
30 SCP TEMBUSU TERMINAL - JURONG ISLAND - TEMASEK FAIRWAY (1°15·6'N, 103°39·5'E) 90
31 SEMBCORP INDUSTRIES LTD - JURONG ISLAND (1°15·2'N, 103°42·1'E) 90
32 SENOKO ENERGY PTE LTD - PASIR PANJANG GAS TURBINE STATION (1°16·1'N, 103°47·7'E) 91
33 SENOKO ENERGY PTE LTD - SENOKO POWER STATION (1°28·0'N, 103°47·7'E) 91
34 ASTER JURONG ISLAND CHEMICALS COMPLEX - JURONG ISLAND (1°16·2'N, 103°44·1'E) 91
35 ASTER BUKOM CHEMICALS AND ENERGY COMPLEX - PULAU BUKOM (1°14·0'N, 103°46·1'E) 91
36 SHELL EASTERN PETROLEUM PTE LTD - SHELL PANDAN TANKER JETTY (1°17·4'N, 103°44·7'E) 92
37 ASTER BUKOM CHEMICALS AND ENERGY COMPLEX - PULAU ULAR (1°13·6'N, 103°45·4'E) 92
38 SINGAPORT CLEANSEAS PTE LTD - PULAU SEBAROK (1°12·5'N, 103°47·5'E) 92
39 SINGAPORE FOOD AGENCY - JURONG FISHERY PORT (1°18·5'N, 103°43·4'E) 92
40 SINGAPORE FOOD AGENCY - SENOKO FISHERY PORT (1°27·8'N, 103°47·5'E) 92
41 SINGAPORE LUBE PARK JETTY - TUAS (1°16·5'N, 103°36·6'E) 92
42 SINGAPORE PETROLEUM CO LTD - PULAU SEBAROK (1°12·6'N, 103°47·9'E) 93
43 SINGAPORE CRUISE CENTRE PTE LTD - SINGAPORE CRUISE CENTRE 93
44 SINGAPORE REFINING CO PTE LTD - JURONG ISLAND (1°17·6'N, 103°43·0'E) 94
45 SLNG TERMINAL - JURONG ISLAND (1°14·0'N, 103°40·2'E) 94
46 SPECS CONSULTANTS PTE LTD - JURONG ISLAND – VLCC JETTY (1°13·6'N, 103°40·8'E) 94
47 STOLTHAVEN TERMINAL JETTY - JURONG ISLAND (1°16·6'N, 103°39·8'E) 94
48 SULPHUR HANDLING PIER - JURONG ISLAND (1°17·3'N, 103°41·0'E) 94
49 TEMBUSU MULTI-UTILITIES COMPLEX TERMINAL - JURONG ISLAND (1°16·6'N, 103°40·0'E) 94
50 TANKSTORE PTE LTD - PULAU BUSING (1°14·3'N, 103°44·6'E) 95
51 TUAS BAY (TUAS OFFSHORE MARINE CENTRE) (1°17·6'N, 103°38·8'E) 95
52 TUAS F2 TERMINAL (1°15·2'N, 103°37·5'E) 96

53 TOLL OFFSHORE PETROLEUM SERVICES PTE LTD - LOYANG JETTY (1°23·1'N, 103°58·1'E) 96
54 VOPAK TERMINALS SINGAPORE PTE LTD - JURONG ISLAND – BANYAN BASIN (1°15·9'N, 103°41·0'E) 96
55 VOPAK TERMINALS SINGAPORE PTE LTD - JURONG ISLAND (1°15·5'N, 103°42·6'E) 97
56 VOPAK TERMINALS SINGAPORE PTE LTD - PULAU SEBAROK (1°12·3'N, 103°47·8'E) 97
57 VOPAK TERMINALS SINGAPORE PTE LTD - TANJONG PENJURU (1°17·8'N, 103°43·8'E) 97
58 YTL POWERSERAYA PTE LTD - JURONG ISLAND - PULAU SERAYA POWER STATION [PSPS] (1°17·1'N, 103°43·8'E) 97
DOCKS AND REPAIR BERTHS 98
1 ASIAN SEALAND ENGINEERING PTE LTD - BENOI BASIN (1°18·4'N, 103°41·0'E) 98
2 ASL MARINE SHIPYARD (1°17·8'N, 103°45·2'E) 98
3 DDW – PAXOCEAN SHIPYARD PTE LTD - TUAS (1°18·8'N, 103°38·5'E) 98
4 JURONG SHIPYARD PTE LTD (REPAIR DIVISION) - PULAU SAMULUN (1°18·1'N, 103°42·0'E) 98
5 JURONG SHIPYARD PTE LTD (NEW SHIP DIVISION) - TANJONG KLING (1°18·2'N, 103°42·2'E) 99
6 JURONG SML PTE LTD - TUAS (1°18·3'N, 103°38·8'E) 99
7 KEPPEL FELS LTD (CRESCENT YARD) - JURONG (1°17·9'N, 103°41·1'E) 99
8 KEPPEL FELS LTD (MAIN YARD) (31 SHIPYARD ROAD) (1°18·1'N, 103°41·6'E) 99
9 KEPPEL FELS LTD (PIONEER YARD) - TANJONG GUL (1°17·2'N, 103°40·0'E)
KEPPEL FELS LTD (PIONEER YARD 2) (55 GUL ROAD) (1°17·9'N, 103°40·3'E) 100
10 KEPPEL MARINA MULTI PURPOSE BERTH - PULAU KEPPEL (1°15·8'N, 103°48·7'E) 100
11 KEPPEL SHIPYARD LTD - TANJONG GUL (1°18·0'N, 103°40·6'E) 101
12 KEPPEL SHIPYARD LTD - TUAS (1°18·0'N, 103°39·3'E) 102
13 BENOI BASIN (KEPPEL SINGMARINE PTE LTD) (1°18'N, 103°40'E) 103
14 KEPPEL SINGMARINE PTE LTD - TANJONG GUL (1°17·60'N, 103°40·44'E) 103
15 SEMBAWANG SHIPYARD PTE LTD - SEMBAWANG SHIPYARD (1°27·9'N, 103°49·5'E) 104
16 SINGAPORE TECHNOLOGIES MARINE LTD - BENOI BASIN (1°18·0'N, 103°40·8'E) 104
17 SINGAPORE TECHNOLOGIES MARINE LTD - TUAS YARD (1°18·4'N, 103°38·9'E) 105
18 SML SHIPYARD PTE LTD - BENOI BASIN (1°18·5'N, 103°40·9'E) 105
19 TUAS-SEATRIUM TUAS SHIPYARD (1°15·1'N, 103°36·6'E) 105
BERTH OPERATORS' INFORMATION 106
TUG SERVICE PROVIDERS' INFORMATION 108

COMMUNICATION - INTERNATIONAL CODE OF SIGNALS

INTERNATIONAL CODE OF SIGNALS (1969) 109
CODE SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS 111
SOUND SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS AND DIRECTIONS TO TUG FROM ASSISTED VESSEL 113

NAUTICAL SERVICES AND PRODUCTS

INDEX OF SINGAPOREAN CHARTS 114
INDEX OF DUAL BADGED CHARTS 115
SINGAPORE ELECTRONIC NAVIGATIONAL CHARTS (ENC) AND MALACCA AND SINGAPORE STRAITS ELECTRONIC NAVIGATIONAL CHARTS (MSS-ENC) CATALOGUES 116
SINGAPORE DGPS CORRECTION SERVICE 117

CHARLETS

STRAITREP Operational Area (Sectors 1 to 9) 118
STRAITREP Operational Area (Sectors 7 to 9) 119
Reporting Points for Confirmation of Arrivals 120
Reporting Sectors 121
Chartlet 1 – East Johor Strait 122
Chartlet 2 – Traffic Information Area of East Johor Strait 123
Area in which tall vessels would affect aircraft operations in Port Waters 124
15 Metre Height Restricted Area 125
30 Metre Height Restricted Area 126
49 Metre Height Restricted Area 127
Pilotage District Areas A, B And D 128
Pilot Boarding Grounds 129
Pilot Disembarkation Grounds 130
Port of Singapore – Anchorages and Fairways in the Port 131
Port of Singapore – Prohibited Areas 132
Singapore DGPS Correction Service 133

STRAITS OF MALACCA AND SINGAPORE - ROUTEING SYSTEM

The following are based on IMO document COLREG.2/Cir.44 dated 26 May 1998 and COLREG.2/Cir.54 dated 28 May 2004.

TRAFFIC SEPARATION SCHEMES

1. The Maritime Safety Committee, at its sixty-ninth session (11 to 20 May 1998), adopted in accordance with the provisions of resolution A.858(20), the following traffic separation schemes and associated routeing measures:

1.1 “At One Fathom Bank” (amended scheme) and the precautionary area “Off Port Klang”.

1.2 “Port Klang to Port Dickson” (new scheme) and the precautionary area “Off Port Dickson”.

1.3 “Port Dickson to Tanjung Keling” (new scheme) and the precautionary area “Off Malacca/Dumai”.

1.4 “Malacca to Iyu Kecil” (new scheme) and the precautionary area “Off Sultan Shoal Lighthouse”.

1.5 “In the Singapore Strait” (Main Strait) (amended scheme) and the precautionary area “Off Pulau Sebarok/Pulau Belakang Padang”.

1.6 “Singapore Strait (Off St. John’s Island)” (new scheme) and the precautionary area “Off St. John’s Island/Pulau Sambu”.

1.7 “Singapore Strait (Off Changi/Pulau Batam)” (new scheme) and the precautionary area “Off Tanjung Setapa/Pulau Bintan”.

1.8 “At Horsburgh Lighthouse Area” (amended scheme).

2. The traffic separation schemes (listed above and detailed at Annexes 1 to 8) were implemented at 0000 hours UTC on 1 December 1998.

Return to Content page

ANNEX 1

TRAFFIC SEPARATION SCHEMES - STRAITS OF MALACCA AND SINGAPORE

AT ONE FATHOM BANK

(Reference Singaporean Chart: Chart 200
Note: This chart is based on WGS 84)

Description of the traffic separation scheme

(a) A separation zone is bounded by a line connecting the following geographical positions:

(1)	03°00·68'N	100°47·32'E	(5)	02°43·39'N	101°09·92'E
(2)	02°53·68'N	100°55·72'E	(6)	02°48·98'N	100°59·42'E
(3)	02°49·48'N	100°59·42'E	(7)	02°53·38'N	100°55·32'E
(4)	02°43·89'N	101°10·22'E	(8)	03°00·28'N	100°47·02'E

(b) A traffic lane for north-west bound traffic is established between the separation zone and a line connecting the following geographical positions:

(9)	03°02·68'N	100°48·72'E	(11)	02°46·28'N	101°11·42'E
(10)	02°52·48'N	100°59·92'E			

(c) A traffic lane for south-east bound traffic is established between the separation zone and a line connecting the following geographical positions:

(12)	02°54·68'N	100°43·02'E	(13)	02°41·19'N	101°08·72'E

OFF PORT KLANG

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(14)	02°46·28'N	101°11·42'E	(16)	02°39·39'N	101°12·32'E
(15)	02°44·29'N	101°14·92'E	(17)	02°41·19'N	101°08·72'E

Return to Content page

ANNEX 2

PORT KLANG TO PORT DICKSON

(Reference Singaporean Charts: Chart 200
Note: This chart is based on WGS 84)

Description of the traffic separation scheme

(a) A separation zone is bounded by a line connecting the following geographical positions:

(18)	02°41·99'N	101°13·72'E	(21)	02°26·49'N	101°36·71'E
(19)	02°34·99'N	101°27·01'E	(22)	02°35·19'N	101°25·71'E
(20)	02°27·09'N	101°37·21'E	(23)	02°41·59'N	101°13·52'E

(b) A traffic lane for north-west bound traffic is established between the separation zone and a separation line connecting the following geographical positions:

(24)	02°44·29'N	101°14·92'E	(26)	02°28·99'N	101°38·71'E
(25)	02°37·39'N	101°27·91'E			

(c) A traffic lane for south-east bound traffic is established between the separation zone and a line connecting the following geographical positions:

(27)	02°39·39'N	101°12·32'E	(29)	02°24·59'N	101°35·21'E
(28)	02°33·99'N	101°23·21'E			

Inshore Traffic Zone

The area between the land ward boundary of the traffic separation scheme and the Malaysian coast between a line drawn from position (24) 02°44·29'N, 101°14·92'E in a direction of 027° to meet the coast and a line drawn from position (26) 02°28·99'N, 101°38·71'E in a direction of 034° to meet the Malaysian coast.

OFF PORT DICKSON

(Reference Singaporean Charts: Chart 200
Note: This chart is based on WGS 84)

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(30)	02°28·99'N	101°38·71'E	(32)	02°21·39'N	101°39·31'E
(31)	02°25·79'N	101°42·81'E	(33)	02°24·59'N	101°35·21'E

Return to Content page

ANNEX 3

PORT DICKSON TO TANJUNG KELING

Description of the traffic separation scheme

(a) A separation zone is bounded by a line connecting the following geographical positions:

(34)	02°23·89'N	101°41·31'E	(36)	02°08·99'N	101°58·91'E
(35)	02°09·69'N	101°59·51'E	(37)	02°23·19'N	101°40·81'E

(b) A traffic lane for north-west bound traffic is established between the separation zone and a separation line connecting the following geographic positions:

(38)	02°25·79'N	101°42·81'E	(39)	02°11·59'N	102°00·91'E

(c) A traffic lane for south-east bound traffic is established between the separation zone and a line connecting the following geographical positions:

(40)	02°21·39'N	101°39·31'E	(41)	02°07·09'N	101°57·41'E

(d) A deep-water route for south-east bound traffic is established by connecting the following geographical positions:

(42)	02°21·39'N	101°39·31'E	(46)	02°12·29'N	101°36·71'E
(43)	02°13·79'N	101°39·21'E	(47)	02°22·19'N	101°36·71'E
(44)	02°05·09'N	101°55·81'E	(48)	02°23·99'N	101°36·01'E
(45)	02°02·99'N	101°54·11'E			

Inshore Traffic Zone

The area between the landward boundary of the traffic separation scheme and the Malaysian coast between a line drawn from position (38) 02°25·79'N, 101°42·81'E in a direction of 059° to meet the Malaysian coast and a line drawn from position (39) 02°11·59'N, 102°00·91'E in a direction of 034° to meet the Malaysian coast.

OFF MALACCA/DUMAI

(Reference Singaporean Charts: Chart 201 and Chart 500
Note: These charts are based on WGS 84).

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(49)	02°11·59'N	102°00·91'E	(51)	01°59·99'N	101°59·71'E
(50)	02°07·19'N	102°06·11'E	(52)	02°02·99'N	101°54·11'E

Return to Content page

ANNEX 4

MALACCA TO IYU KECIL

Description of the traffic separation scheme

(a) A separation zone is bounded by a line connecting the following geographical positions:

(53)	02°05·39'N	102°04·51'E	(59)	01°10·50'N	103°27·40'E
(54)	01°55·69'N	102°15·31'E	(60)	01°13·20'N	103°23·30'E
(55)	01°39·99'N	102°48·21'E	(61)	01°23·20'N	103°12·30'E
(56)	01°23·20'N	103°12·30'E	(62)	01°39·09'N	102°47·90'E
(57)	01°13·80'N	103°23·90'E	(63)	01°54·79'N	102°14·71'E
(58)	01°12·20'N	103°28·40'E	(64)	02°04·59'N	102°03·71'E

(b) A traffic lane for north-west bound traffic is established between the separation zone and a separation line connecting the following geographical positions:

(65)	02°07·19'N	102°06·11'E	(68)	01°25·49'N	103°14·90'E
(66)	01°57·89'N	102°16·51'E	(69)	01°15·20'N	103°25·20'E
(67)	01°38·39'N	102°59·90'E	(70)	01°14·30'N	103°29·60'E

(c) A traffic lane for south-east bound traffic is established between the separation zone and a line connecting the following geographical positions:

(71)	02°02·79'N	102°02·11'E	(74)	01°22·00'N	103°11·00'E
(72)	01°52·59'N	102°13·21'E	(75)	01°11·60'N	103°22·70'E
(73)	01°36·79'N	102°46·81'E	(76)	01°09·20'N	103°26·70'E

(d) A deep-water route for south-east bound traffic is established by connecting the following geographical positions:

(77)	02°01·89'N	102°01·41'E	(79)	01°52·59'N	102°13·21'E
(78)	01°59·69'N	102°05·51'E	(80)	01°59·99'N	101°59·71'E

Inshore Traffic Zone

The area between the landward boundary of the traffic separation scheme and the Malaysian coast between a line drawn from position (65) 02°07·19'N, 102°06·11'E, to Pulau Undan Lighthouse 02°02·90'N, 102° 20·00'E then in a direction of 040° to meet the Malaysian coast and a line drawn from position (70) 01°14·30'N, 103°29·60'E in a direction of 038° to meet the Malaysian coast.

OFF SULTAN SHOAL LIGHTHOUSE

(Reference Singaporean charts: Chart 202 and Chart 501
Note: These charts are based on WGS 84).

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(81)	01°14·28'N	103°29·63'E	(83)	01°05·94'N	103°32·20'E
(82)	01°12·62'N	103°36·14'E	(84)	01°09·23'N	103°26·66'E

Return to Content page

ANNEX 5

IN THE SINGAPORE STRAIT (MAIN STRAIT)

Description of the traffic separation scheme

A separation zone is bounded by the following:
(a) Outer co-ordinates:

(85)	01°10·35'N	103°34·90'E	(89)	01°05·90'N	103°43·38'E
(86)	01°10·35'N	103°39·85'E	(90)	01°03·60'N	103°38·98'E
(87)	01°07·50'N	103°43·72'E	(91)	01°07·06'N	103°32·96'E
(88)	01°08·60'N	103°45·43'E			

(b) Inner co-ordinates:

(85a)	01°09·40'N	103°36·60'E	(90a)	01°04·50'N	103°38·90'E
(86b)	01°09·10'N	103°38·60'E	(91a)	01°06·80'N	103°35·00'E
(89a)	01°05·50'N	103°40·80'E			

(c) A separation line connects the following geographical positions:

(92)	01°08·60'N	103°45·33'E	(94)	01°10·81'N	103°49·20'E
(93)	01°10·26'N	103°47·81'E			

(d) A traffic lane for westbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

(95)	01°12·62'N	103°36·14'E	(98)	01°10·45'N	103°47·40'E
(96)	01°11·50'N	103°40·45'E	(99)	01°11·13'N	103°49·08'E
(97)	01°08·65'N	103°44·30'E			

(e) A traffic lane for eastbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

(100)	01°05·94'N	103°32·20'E	(103)	01°07·80'N	103°46·15'E
(101)	01°01·60'N	103°39·55'E	(104)	01°09·47'N	103°48·60'E
(102)	01°05·00'N	103°43·57'E	(105)	01°09·92'N	103°49·55'E

(f) A deep-water route is established within the eastbound lane described in paragraph (d). The deep-water route is bounded by a line connecting the following geographical positions:

(i)	01°03·60'N	103°38·85'E	(vi)	01°10·45'N	103°49·35'E
(ii)	01°05·90'N	103°43·28'E	(vii)	01°09·95'N	103°48·18'E
(iii)	01°08·60'N	103°45·33'E	(viii)	01°08·90'N	103°46·72'E
(iv)	01°10·26'N	103°47·81'E	(ix)	01°04·95'N	103°42·77'E
(v)	01°10·81'N	103°49·20'E	(x)	01°02·97'N	103°39·00'E

SINGAPORE STRAIT (OFF PULAU SEBAROK/PULAU BELAKANG PADANG)

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(106)	01°11·13'N	103°49·08'E	(108)	01°10·45'N	103°50·65'E
(107)	01°11·59'N	103°50·21'E	(109)	01°09·92'N	103°49·55'E

Return to Content page

ANNEX 6

SINGAPORE STRAIT (OFF ST. JOHN'S ISLAND)

(Reference Singaporean charts: Chart 202 and Chart 501
Note: These charts are based on WGS 84)

Description of the traffic separation scheme

(a) A separation line connects the following geographical positions:

(110)	01°11·27'N	103°50·33'E	(111)	01°12·21'N	103°52·30'E

(b) A traffic lane for westbound traffic is established between the separation line and a line connecting the following geographical positions:

(112)	01°11·59'N	103°50·21'E	(114)	01°12·51'N	103°52·15'E
(113)	01°11·96'N	103°51·11'E			

(c) A traffic lane for eastbound traffic is established between the separation line and a line connecting the following geographical positions:

(115)	01°10·45'N	103°50·65'E	(116)	01°11·41'N	103°52·66'E

(d) A deep-water route is established within the eastbound lane described in paragraph (c).
The deep-water route is bounded by a line connecting the following geographical positions:

(xi)	01°11·27'N	103°50·33'E	(xiii)	01°11·78'N	103°52·48'E
(xii)	01°12·21'N	103°52·30'E	(xiv)	01°10·92'N	103°50·47'E

SINGAPORE STRAIT (OFF ST. JOHN'S ISLAND/PULAU SAMBU)

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(117)	01°12·51'N	103°52·15'E	(119)	01°12·11'N	103°54·30'E
(118)	01°13·38'N	103°53·75'E	(120)	01°11·41'N	103°52·66'E

(b) The focal point of the precautionary area is located at the following geographical position:

(121)	01°12·60'N	103°53·10'E

Description of the area to be avoided.

A circular area to be avoided with a diameter of one cable is established around position (121).

Return to Content page

ANNEX 7

SINGAPORE STRAIT (OFF CHANGI/PULAU BATAM)

(Reference Singaporean Charts: Chart 202, Chart 501 and Chart 502
Note: These charts are based on WGS 84)

Description of the traffic separation scheme

(a) A separation line connects the following geographical positions:

(122)	01°12·97'N	103°53·93'E	(124)	01°14·89'N	103°58·91'E
(123)	01°13·57'N	103°55·30'E			

(b) A separation zone is bounded by a line connecting the following geographical positions:

(125)	01°14·89'N	103°58·91'E	(127)	01°15·42'N	104°03·35'E
(126)	01°15·67'N	104°03·30'E			

(c) A traffic lane for westbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

(128)	01°13·38'N	103°53·75'E	(130)	01°16·02'N	103°59·90'E
(129)	01°14·07'N	103°55·08'E	(131)	01°16·60'N	104°03·22'E

(d) A traffic lane for eastbound traffic is established between the separation zone/line and a line connecting the following geographical positions:

(132)	01°12·11'N	103°54·30'E	(134)	01°14·05'N	104°03·48'E
(133)	01°13·50'N	103°57·57'E			

SINGAPORE STRAIT (OFF TANJUNG SETAPA/PULAU BINTAN)

Description of the precautionary area

(a) A precautionary area is established by a line connecting the following geographical positions:

(135)	01°16·60'N	104°03·22'E	(137)	01°15·40'N	104°14·89'E
(136)	01°18·63'N	104°14·89'E	(138)	01°14·05'N	104°03·48'E

Return to Content page

ANNEX 8

AT HORSBURGH LIGHTHOUSE AREA

(Reference Singapore Charts: Chart 202 and Chart 503
Note: These charts are based on WGS 84)

Description of the traffic separation scheme

(a) A separation zone is bounded by a line connecting the following geographical positions:

(139)	01°17·32'N	104°14·89'E	(142)	01°24·30'N	104°27·14'E
(140)	01°18·00'N	104°19·59'E	(143)	01°17·80'N	104°19·74'E
(141)	01°24·55'N	104°26·94'E	(144)	01°17·10'N	104°14·89'E

(b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

(145)	01°18·63'N	104°14·89'E	(147)	01°25·40'N	104°26·21'E
(146)	01°19·40'N	104°19·39'E			

(c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

(148)	01°15·40'N	104°14·89'E	(150)	01°23·40'N	104°27·84'E
(149)	01°16·30'N	104°19·74'E			

Source : COLREG.2/Circ.44 dated 26 May 1998 with amendments from COLREG.2/Circ.54 dated 28 May 2004.

Note : The coordinates in WGS 84 datum were inserted by Hydrographic Division, MPA.

Return to Content page

ROUTEING MEASURES OTHER THAN TRAFFIC SEPARATION SCHEMES

Please refer to Port Marine Circular No. 65 of 1998 dated 20 October 1998.

Website: https://www.mpa.gov.sg/media-centre/details/complying-with-rules-for-vessels-navigating-through-the-straits-of-malacca-and-singapore

Return to Content page

MANDATORY SHIP REPORTING SYSTEM IN THE STRAITS OF MALACCA AND SINGAPORE - STRAITREP

Please refer to Port Marine Circular No. 65 of 1998 dated 20 October 1998.

Website: https://www.mpa.gov.sg/media-centre/details/mandatory-ship-reporting-system-in-the-straits-of-malacca-and-singapore-straitrep

Chartlets:

a) Title: STRAITREP OPERATIONAL AREA (SECTORS 1 TO 9)

b) Title: STRAITREP OPERATIONAL AREA (SECTORS 7 TO 9)

Return to Content page

RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING THE HOURS OF DARKNESS

Please refer to Port Marine Circular No. 04 of 2023 dated 7 May 2013.

Website: https://www.mpa.gov.sg/media-centre/details/recommendatory-measure-for-vessels-crossing-the-traffic-separation-scheme-(tss)-and-precautionary-areas-in-the-singapore-strait-during-the-hours-of-darkness

Return to Content page

PRE-ARRIVAL NOTIFICATION / NOTIFICATION OF ARRIVAL

Please refer to Port Marine Circular No. 11 of 2022 dated 1 May 2022.

Website: https://www.mpa.gov.sg/media-centre/details/changes-to-pre-arrival-notification

Chartlets:

Title: REPORTING POINTS FOR CONFIRMATION OF ARRIVALS

Return to Content page

REPORTING PROCEDURES FOR VESSELS MANOEUVRING IN PORT

Please refer to Port Marine Circular No. 06 of 2021 dated 1 February 2021.

Website: https://www.mpa.gov.sg/media-centre/details/reporting-procedures-for-vessels-manoeuvring-in-port

Chartlets:

Title: REPORTING SECTORS

Return to Content page

GUIDE TO VHF COMMUNICATION IN PORT AND SINGAPORE STRAIT

Information on VHF communication in port and Singapore Strait is available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/arrivals-and-departures/vessels-arriving-in-singapore

Return to Content page

VHF RADIO TELEPHONE REPORTING PROCEDURES FOR VESSEL MANOEUVRING WITHIN THE TRAFFIC INFORMATION AREA (TIA) IN THE EAST JOHOR STRAIT

Please refer to Port Marine Circular No. 41 of 2020 dated 27 October 2020.

Website: https://www.mpa.gov.sg/media-centre/details/vhf-radio-telephone-reporting-procedures-for-vessel-manoeuvring-within-the-traffic-information-area-(tia)-in-the-east-johor-strait

Chartlets:

a) Title: CHARTLET 1 – EAST JOHOR STRAIT

b) Title: CHARTLET 2 – TRAFFIC INFORMATION AREA OF EAST JOHOR STRAIT

Return to Content page

TALL VESSELS' MOVEMENTS IN PORT WATERS SURROUNDING CHANGI AIRPORT

Please refer to Port Marine Circular No. 88 of 1997 dated 6 October 1997.

Website: https://www.mpa.gov.sg/media-centre/details/tall-vessels'-movements-south-of-changi-airport

Chartlets:

a) Title: AREA IN WHICH TALL VESSELS WOULD AFFECT AIRCRAFT OPERATIONS IN PORT WATERS

Return to Content page

HEIGHT RESTRICTED AREAS IN PORT

Please refer to Port Marine Circular No. 7 of 2012 dated 3 May 2012.

Website: https://www.mpa.gov.sg/media-centre/details/revision-of-height-restricted-areas-in-the-eastern-sector-of-the-port

Chartlets:

a) Title: Appendix 3 – 15-METRE HEIGHT RESTRICTED AREA

b) Title: Appendix 2 – 30-METRE HEIGHT RESTRICTED AREA

c) Title: Appendix 1 – 49 METRE HEIGHT RESTRICTED AREA

Return to Content page

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, authorize 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.

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 and 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 dheight 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 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 FOR VESSELS CARRYING CHEMICALS

7 Compulsory pilotage applies to all 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 are not completely cleared and removed of any such residual cargo.

8 In addition to 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**.

Return to Content page

Table I

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

PILOTAGE EXEMPTION

9 Vessels in respect of which pilotage exemption may be sought from the Authority, for movement within a particular area of the Pilotage District are as indicated in **Table II**.

Table II

AREA OF MOVEMENT	VESSELS IN RESPECT OF WHICH PILOTAGE EXEMPTION MAY BE SOUGHT
AREA "A"	A vessel of: (a) ***Less than 300 GT*** A blanket exemption is granted unless otherwise specified by the Port Master. (b) ***300 GT or above but less than 2000 GT*** Exemption may be granted provided that the vessel is fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). To seek the exemption, the vessel must call the appropriate control centre by VHF radio-telephone on the designated channel. See Port Marine Circular No. 06 of 2021. (c) ***2000 GT or above but less than 5000 GT*** Exemption may be granted subject to the following conditions: i. The vessel must be fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). See Port Marine Circular No. 06 of 2021. ii. In the case of a sea-going vessel, the shipmaster must have brought the vessel into and out of Area "A" on at least six occasions within the twelve months immediately preceding the date of the application for the exemption. In the case of an application for the renewal of an exemption, the master must have brought the vessel into and out of Area "A" on at least 2 occasions in the six months immediately preceding the date of the application for the renewal of the exemption. In all applications for exemption, the shipmaster of the vessel must satisfy the Port Master of his knowledge of local waters, regulations, communication procedures, and such other requirements as the Port Master may impose.

Return to Content page

AREA OF MOVEMENT	VESSELS IN RESPECT OF WHICH PILOTAGE EXEMPTION MAY BE SOUGHT
AREA “B”	A vessel of: (a) ***Less than 300 GT*** A blanket exemption is granted unless otherwise specified by the Port Master. (b) ***300 GT or above but less than 5000 GT*** Exemption may be granted subject to the following conditions: i. The vessel must be fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). See Port Marine Circular No. 06 of 2021. ii. In the case of a sea-going vessel, the shipmaster must have brought the vessel into and out of Area "B" on at least six occasions within the twelve months immediately preceding the date of the application for the exemption. In the case of an application for the renewal of an exemption, the shipmaster must have brought the vessel into and out of Area “B” on at least 2 occasions in the six months immediately preceding the date of the application for the renewal of the exemption. In all applications for exemption, the shipmaster of the vessel must satisfy the Port Master of his knowledge of local waters, regulations, communication procedures, and such other requirements as the Port Master may impose.
AREA "D"	A vessel of: (a) ***Less than 300 GT*** Blanket exemption is granted provided the vessel does not enter, leave or transit the Traffic Information Area promulgated in Port Marine Circular No. 17 of 2001. (b) ***300 GT or above but less than 2000 GT and of a height of 30 metres or less*** Exemption may be granted provided that the vessel is fitted with a VHF radiotelephone which is in good working condition and capable of communicating at all times on the required VHF Channel(s). To seek the exemption for the intended movement, the vessel must call the appropriate control centre by VHF radio-telephone on the designated channel. See Port Marine Circular No. 41 of 2020.
	IMPORTANT: All shipmasters are reminded of the height restrictions in the various areas of the Port as indicated in the navigational charts.

Return to Content page

10 Vessels engaged in marine projects e.g. dredging, reclamation and port development, in respect of which pilotage exemption may be sought for movement within a particular area of the Pilotage District are as indicated in the Table III below:

Table III

AREA OF MOVEMENT	VESSELS ENGAGED IN MARINE PROJECTS SUCH AS DREDGING, RECLAMATION AND PORT DEVELOPMENT IN RESPECT OF WHICH PILOTAGE EXEMPTION MAY BE SOUGHT
AREA "A" or "B"	***A vessel of 5,000 GT or above but less than 10,000 GT:*** (a) The vessel must be engaged in marine projects which require it to move frequently within this area of the pilotage district. Marine projects include dredging, reclamation, laying of cable, etc. (b) The vessel must be fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). See Port Marine Circular No. 06 of 2021. (c) The shipmaster must have brought the vessel into and out from the area concerned under pilotage on at least 6 occasions within the 12 months immediately preceding the date of the application for the exemption. (d) In the case of a sea-going vessel, the shipmaster must have brought the vessel into and out of the area concerned on at least 6 occasions under pilotage within the 12 months immediately preceding the date of the application for the exemption. In the case of an application for the renewal of an exemption, the master must have brought the vessel into and out of the area concerned on at least 4 occasions in the 3 months immediately preceding the date of the application for the renewal of the exemption. (e) The shipmaster of the vessel must follow the route laid down under the conditions for the exemption. (f) In all cases applications for exemptions, the shipmaster must satisfy the Port Master of his knowledge of local waters, regulations, communication procedures, and such other requirements as the Port Master may impose.

Return to Content page

AREA OF MOVEMENT	VESSELS ENGAGED IN MARINE PROJECTS SUCH AS DREDGING, RECLAMATION AND PORT DEVELOPMENT IN RESPECT OF WHICH PILOTAGE EXEMPTION MAY BE SOUGHT
AREA "D"	***A vessel of 300 GT or above but less than 10,000 GT requiring to enter, leave or transit the Traffic Information Area:*** (a) The vessel must be engaged in marine projects which require her to move frequently within this area of the pilotage district. (b) Vessel must be fitted with a VHF radio-telephone which is in good working condition and capable of communicating at all times on the required VHF channel(s). See Port Marine Circular No. 41 of 2020. (c) The shipmaster must be conversant with the reporting procedure required under Port Marine Circular No. 06 of 2021. (d) The shipmaster must have brought the vessel into and out of the area under pilotage, on at least 12 occasions within the 12 months immediately preceding the date of the application for the exemption. (e) In the case of a sea-going vessel, the shipmaster must have brought the vessel into and out of the area on at least 24 occasions under pilotage, within the 12 months immediately preceding the date of the application for the exemption. For subsequent renewals of the exemptions, the shipmaster shall have entered and left the area on at least a total of 4 occasions within the 3 months immediately preceding the date of the application for the renewal of the exemption. (f) The shipmaster of the vessel must follow the route laid down under the conditions for the exemption. (g) In all applications for exemption, the shipmaster must satisfy the Port Master of his knowledge of local waters, regulations, and such other requirements as the Port Master may require.

11 Notwithstanding any exemption granted, for berthing and unberthing operations, the express permission of the owners/operators of the berth is also required.

12 All vessels, whether exempted from pilotage or otherwise must follow the reporting procedures laid down in Port Marine Circular No. 4 of 2009.

13 All vessels exempted from pilotage, when underway within the Pilotage Areas must display by day the International Code Flag "N".

14 All shipmasters on vessels exempted from pilotage are advised not to hamper large or deep draft vessels constraint in their ability to maneuver in the fairways and channels of the Port.

15 Application forms for the pilotage exemption for vessels may be obtained from MPA website.

Return to Content page

TOWAGE WITH PILOTAGE EXEMPTION

16 Tugmasters may seek pilotage exemption to tow vessels, subject to the following conditions:

(a) for movement within Area "A" and Area “B”, the aggregate GT of the tug and tow must be less than 2000 and 5000 GT respectively;

(b) for movement within Area "D", the aggregate GT of the tug and tow must be less than 2000 GT. In addition, the height of the tug and tow must not be more than 30 metres. Where the tug and tow are required to enter, leave or transit the Traffic Information Area promulgated in Port Marine Circular No. 41 of 2020 and the height of the tug or tow is more than 30 metres, compulsory pilotage shall apply; and

(c) when the aggregate GT of the tow(s) exceed 1000 GT, the total horsepower of the tug must not be less than 450 KW (600 bhp).

PILOT BOARDING AND DISEMBARKATION GROUNDS

17 The 8 pilot boarding grounds for vessels coming into Port are:-

(a) Eastern Boarding Ground "A" (PEBGA) - in position:
Latitude 01°13·517'N Longitude 103°53·447'E.

(b) Eastern Boarding Ground "B" (PEBGB) - in position:
Latitude 01°15·408'N Longitude 103°56·956'E.
(This boarding ground is to be used by all tankers when proceeding to pick up pilots in the eastern sector).

(c) Eastern Boarding Ground "C" (PEBGC) - in position:
Latitude 01°15·885'N Longitude 103°57·834'E
(This boarding ground is to be used by vessels arriving from the east proceeding to the eastern or western sector of the port, or as may be directed by the Port Master).

(d) Southern Boarding Ground (PSBG) - in position:
Latitude 01°11·702'N Longitude 103°49·666'E, southeast of Sebarok Beacon.
(This boarding ground is to be used only through prior arrangement with Port Operations Control Centre).

(e) Western Boarding Ground “A” (PWBGA) - in position:
Latitude 01°12·906'N Longitude 103°36·073'E.
(For vessels arriving from the west).

(f) Western Boarding Ground “B” (PWBGB) - in position:
Latitude 01°12·027'N Longitude 103°39·481'E.
(For chemical and gas carriers bound for the ASSPU anchorage and facilities located in the western side of Singapore).

(g) East Johor Strait Boarding Ground (PJSB) - in position:
Latitude 01°17·650'N Longitude 104°06·393'E, southeast of Eastern Buoy.

(h) Gusong Boarding Ground (PGBG) - in position:
Latitude 01°10·465'N Longitude 103°46·887'E.
(For vessels arriving from the East calling at the anchorages in Sudong Sector or Raffles Reserved Anchorage with prior permission from the Port Master).

Return to Content page

18 The 10 pilot disembarkation grounds (DG) are in positions as follows:

No.	Latitude	Longitude
1.	01°17·618'N	104°06·195'E
2.	01°16·464'N	103°59·595'E
3.	01°15·316'N	103°56·797'E
4.	01°14·237'N	103°54·697'E
5.	01°13·457'N	103°53·196'E
6.	01°15·496'N	103°51·767'E
7.	01°11·574'N	103°49·347'E
8.	01°10·466'N	103°46·897'E
9.	01°12·355'N	103°38·199'E
10.	01°13·994'N	103°36·072'E

See **Annex III (1 and 2)** for the locations of Pilot Boarding Grounds and Disembarkation grounds.

PILOTAGE ORDERS

19 Request for pilotage service should be placed directly with the pilotage service provider - PSA Marine Pte Ltd.

20 Vessels at anchor and requiring pilots at night shall exhibit three all-round lights in a vertical line. The highest and middle lights shall be white and the lowest light shall be red. By day, the vessels should fly the flag 'G' of the International Code of Signals 1969.

21 All vessels above 300 GT must report their final anchored position in the port in terms of bearing and distance from the reference points listed in Port Marine Circular No. 06 of 2021.

TRAFFIC INFORMATION AREA (TIA)

22 Shipmasters intending to enter, transit or leave the East Johor Strait are to refer to the Port Marine Circular No. 41 of 2020 on Traffic Information System for Ships transiting the TIA and where applicable, comply with the directives given therein.

Return to Content page

ACCESS TO VESSELS

23 Shipmasters are reminded that Government Officers and pilots may, on grounds of personal safety, refuse to board unless a safe and satisfactory means of access to the vessel is provided. The safety requirements in respect of pilot ladders, must be in accordance with Regulation 23 of Chapter V of the Merchant Shipping (Safety Convention) Regulations (Cap 179, Rg11).

24 In the case of accommodation ladders and shore gangways, the following must be complied with:

(a) ***Accommodation Ladders***

(1) The embarkation and disembarkation of pilots and Government officers must be supervised by a responsible officer of the ship.

(2) The accommodation ladder must be in good condition, secured and properly illuminated at night. The landing platform must be properly adjusted to provide safe access.

(3) A manrope must be attached to the lower bridle in order to provide a good handhold for boarding, and a lifebuoy with self-igniting light must be available close to the upper platform.

(4) Discharges in the way of the accommodation ladder must be properly covered or stopped while the ladder is in use.

(b) ***Vessel and Shore Gangways***

(1) Where a vessel's gangway or a shore gangway is used when the vessel is berthed alongside a wharf, the gangway must be landed squarely onto the vessel and wharf. No person other than those engaged in the rigging of the gangway should be permitted to embark or disembark before it is properly secured.

(2) Where the gangway is landed onto the ship's bulwark, steps and adequate handholds must be provided for safe and convenient access.

(3) The gangway must be adequately illuminated at night and tended by a watchman.

(4) When a shore gangway is used, Masters are not to permit it being landed onboard before crew members of the vessel are available to receive it.

25 Any queries concerning pilotage and pilotage exemption may be directed to Pilotage Examination and Licensing Section, Port Master's Office at telephone numbers 6325 2473 / 6325 2475 / 6325 2412.

Return to Content page

Annex I

PILOTAGE DISTRICT AREAS

1 Area "A" - is defined as that part of the Pilotage District westwards of the line joining the following positions including the area up to the causeway in the Johor Strait:-

	Latitude	Longitude
(a)	01°15·900'	103°51·674'
(b)	01°15·037'	103°51·767'
(c)	01°14·680'	103°52·179'
(d)	01°14·680'	103°52·679'
(e)	01°13·279'	103°51·781'
(f)	01°12·742'	103°52·032'

2 Area "B" - is defined as that part of the Pilotage District excluding Marina Bay and Kallang Basin eastward of the line joining the positions referred to in paragraph 1 above up to the line joining the following positions:-

	Latitude	Longitude
(a)	01°17·448'	104°05·205'
(b)	01°18·783'	104°04·257'
(c)	01°19·996'	104°03·060'
(d)	01°19·996'	104°02·693'
(e)	01°20·316'	104°01·499'

3 Area "D" - is defined as that part of the Pilotage District northwards of the line joining the following positions up to the causeway in the Johor Strait:-

	Latitude	Longitude
(a)	01°20·316'	104°01·499'
(b)	01°19·996'	104°02·693'
(c)	01°19·996'	104°03·060'
(d)	01°18·783'	104°04·257'
(e)	01°17·448'	104°05·205'
(f)	01°17·787'	104°07·152'
(g)	01°20·796'	104°05·012'
(h)	01°21·446'	104°04·678'

Chartlets:

a) Title: Annex II – Pilotage District Areas A, B And D

b) Title: Annex III (1) – Pilot Boarding Grounds

c) Title: Annex III (2) – Pilot Disembarkation Grounds

Return to Content page

PILOTAGE EXEMPTION COURSE

Information on pilotage exemption is available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/pilotage-and-towage/pilotage-exemption/general-information

Return to Content page

PORT HEALTH CLEARANCE PROCEDURES FOR VESSELS ARRIVING SINGAPORE

Please refer to Port Marine Circular No. 11 of 2014 dated 25 September 2014.

Website: https://www.mpa.gov.sg/media-centre/details/port-health-clearance-procedures-for-vessels-arriving-singapore

The Information is available at the following Port Health's webpage:

https://www.nea.gov.sg/our-services/port-health

Return to Content page

(Updated to 1 May 2025)

PORT CLEARANCE FORMALITIES FOR ARRIVING AND DEPARTING VESSELS

The Information is available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/arrivals-and-departures

Return to Content page

REPORTING OF MARINE INCIDENTS IN PORT

The Information is available at the following MPA's webpage:

https://www.mpa.gov.sg/media-centre/details/reporting-of-marine-incidents-in-port

Return to Content page

PASSAGE PLAN AND PILOTAGE GUIDELINES TO SHIPMASTERS

1 The passage plan enhances safety of navigation by enabling the vessel's bridge team to effectively plan for the vessel's passage in the port. This ensures that the shipmaster and the bridge team have sufficient time and appropriate information to play a more active role when the vessel is being piloted.

2 All ship owners, ship managers, agents and persons-in-charge of vessels that have to be piloted are advised to send the appropriate passage plan to the shipmasters prior to the vessels' arrival and departure.

3 The pilotage service provider PSA Marine Pte Ltd (PSAM) provides plans of the pilot's intended passage on their website at:

https://www.psamarine.com/ordering-our-services/order-pilotage-service/#passage_plan

4 The Pilotage Guidelines for Terminals can be downloaded from MPA website at:

https://www.mpa.gov.sg/port-marine-ops/marine-services/pilotage-and-towage/pilotage-guidelines

5 The Master-Pilot Exchange Checklists can be downloaded from:

a. MPA website at:

https://www.mpa.gov.sg/docs/mpalibraries/mpa-documents-files/oms/ops-pilotage-and-planning/piloted_movement_checklist.pdf

b. PSAM website at:

PSA Marine - Order Pilotage Service

Note: For "Appendix B – Master-Pilot-Exchange of Essential Information on Boarding – Mar 2014", please scroll down to "Forms" section for download.

6 For further information, please contact any of the following:

MPA

Mr Lawrence Koo Tel: +65 6325 2475

PSA MARINE PTE LTD

Mr Jimmy Koh Tel: +65 6379 9867

Return to Content page

CONDUCT OF MANDATORY PORT LIMIT COURSES BY APPROVED TRAINING SERVICE PROVIDERS (TSPs)

1 The Port Master requires operators of certain categories of vessels operating in the Port of Singapore and those providing bunker surveys to satisfactorily complete an appropriate port limit training course (see **Appendix**). ST Electronics (Training & Simulation Systems) Pte Ltd and STEi Institute (STEi) are approved to conduct these courses.

2 Registration for these courses is available at the two TSPs, and the TSPs contact details are as follows:

(a) ST Electronics (Training & Simulation Systems) Pte Ltd
Tel: 6914 6131
Email: lee.peileng@stengg.com

(b) STEi Institute (STEi)
Tel: 6559 2892
E-mail: maritime@stei.edu.sg

3 MPA will continue to conduct most of the assessments at the Integrated Simulation Centre of Singapore (ISC) to ensure the quality of the courses conducted by the TSPs. The address of ISC is as follows:

Integrated Simulation Centre of Singapore (ISC)
500 Dover Road
Next to Block T1A, Singapore Polytechnic
Singapore 139651
Tel: 6874 7782 / 6874 7669

Refresher Courses

4 Refresher courses can be attended up to 3 months **before** the expiry of a certificate - certificate will be renewed from the date of expiry.

5 Within 3 months **after** the date of expiry, the holder is allowed to attend the refresher course. However, during these 3 months period, the certificate will be considered invalid.

6 Holder of a certificate which had expired three months or more will not be allowed to attend the refresher course for its renewal, the holder will be treated as new applicant for a new certificate.

Return to Content page

(Updated to 1 May 2025)

APPENDIX

MANDATORY PORT LIMIT COURSES

1 Pilot Exemption (Large Vessels) – New*

2 Pilot Exemption (Large Vessels) – Refresher*

3 Pilot Exemption (Small Vessels) – New*

4 Pilot Exemption (Small Vessels) – Refresher

5 Passenger Ferry – New*

6 Passenger Ferry – Refresher

7 Port Limit Tanker Master – New*

8 Port Limit Tanker Master – Refresher

9 Tug Master – New*

10 Tug Master – Refresher

11 Port Limit Special Grade (Deck Officer)* – previously known as Harbour Craft Master

12 Bunker Surveying*

13 Oil Spill Control

* includes assessment

Return to Content page

FACILITIES FOR THE COLLECTION OF GARBAGE FROM SHIPS IN SINGAPORE

The Information is available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/garbage-collection-services

or

Port Marine Circular No. 05 of 2016 dated 8 March 2016.

www.mpa.gov.sg/media-centre/details/garbage-collection-services-for-ships-in-singapore

Return to Content page

SINGAPORE PORT DUES

Please refer to Port Marine Circular No. 11 of 2021 dated 8 April 2021.

Website: https://www.mpa.gov.sg/media-centre/details/revision-in-port-dues-rates

More information is available at the following MPA's webpage:

https://www.mpa.gov.sg/finance-e-services/tariff-fees-and-charges/ocean-going-vessels/port-dues-tariff

Return to Content page

ANCHORAGES AND FAIRWAYS IN THE PORT

DESIGNATED ANCHORAGES IN PORT

The information of the usage of the Designated Anchorages are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/operations/port-infrastructure/anchorages

and

Please refer to Port Marine Circular No. 03 of 2025 dated 20 February 2025.

Website: https://www.mpa.gov.sg/media-centre/details/port-marine-circular-no.-03-of-2025-revision-of-anchorages--fairways-and-channels-in-port

Chartlets:

Title: Port of Singapore - Anchorages and Fairways

Return to Content page

DESIGNATED ANCHORAGES IN PORT

LEAST DEPTHS OF ANCHORAGES

The least depths within the Designated Anchorages are as follows:

A EASTERN SECTOR			
No.	**Anchorages**	**Depth (m)**	**Latitude (N) Longitude (E)**
1	**Changi Barge Temporary Holding** (ACBTH)	5·0	1° 20·670’ 104° 02·989’
2	**Changi General Purposes** (ACGP)	18·8	1° 19·123’ 104° 04·205’
	Changi General Purposes (ACGP)	11·8	1° 19·995’ 104° 03·155’
3	**Man-of-War Anchorage** (AMOW)	14·0	1° 18·558’ 104° 04·422’
4	**Eastern Bunkering A** (AEBA)	17·5	1° 18·346’ 104° 03·496’
5	**Eastern Bunkering B** (AEBB)	29·7	1° 16·947’ 103° 59·850’
6	**Eastern Petroleum C** (AEPBC)	24·7	1° 17·953’ 103° 58·980’
7	**Small Craft B** (ASCB)	19·4	1° 18·262’ 103° 59·883’
8	**Small Craft A** (ASCA)	12·4	1° 18·235’ 103° 57·321’
	Note: (High spot of 11·3m exists bearing 39° (T) x 417m from Bedok Buoy)		1° 18·290’ 103° 57·354’
9	**Eastern Petroleum B** (AEPBB)	16·3	1° 17·953’ 103° 56·455’
10	**Eastern Special Purposes A** (AESPA)	15·7	1° 16·785’ 103° 55·133’
11	**Eastern Bunkering C** (AEBC)	23.0	1° 16·593’ 103° 55·581’
	Note: (High spot of 21·3m exists bearing 308°(T) x 391m from Forward Buoy)		1° 16·628’ 103° 55·307’
12	**Eastern Holding A** (AEHA)	40·0	1° 14·865’ 103° 55·347’
13	**Eastern Petroleum A** (AEPA)	21·5	1°15·557’ 103°54·083’
14	**Eastern** (AEW) (10m shoal)	7·2	1° 15·308’ 103° 52·341’
	(East of 10m shoal)	10.6	1° 15·760’ 103° 53·315’
	(South of 15m shoal)	13.0	1° 15·629’ 103° 53·790’

Return to Content page

A	EASTERN SECTOR		
No.	**Anchorages**	**Depth (m)**	**Latitude (N) Longitude (E)**
15	**Eastern Holding B** (AEHB)	18.1	1° 14·745’ 103° 52·818’
16	**Eastern Holding C** (AEHC)	6.9	1° 14·973’ 103° 51·950’
B	**WESTERN SECTOR**		
17	**Western Quarantine and Immigration** (AWQI)	11·2	1° 12·988’ 103° 49·817’
18	**Western** (AWW)	15·6	1° 15·141’ 103° 48·289’
19	**Western Petroleum A** (AWPA)	21.5	1° 14·293’ 103° 48·221’
20	**Western Holding** (AWH)	21.9	1° 14·048’ 103° 47·377’
21	**Western Petroleum B** (AWPB)	19·2	1° 14·032’ 103° 48·393’
22	**Raffles Reserved** (ARAFR)	11.7	1° 11·622’ 103° 45·276’
23	**Raffles Petroleum** (ARP)	11.3	1° 12·167’ 103° 44·394’
24	**Selat Pauh** (ASPLU)	10·3	1° 12·870’ 103° 43·596’
	Note: (High spot of 7.9m exists bearing 86° (T) x 760m from Gerita Beacon)		1° 13·445’ 103° 43·892’
25	**Selat Pauh Petroleum** (ASPP)	7·0	1° 13·191’ 103° 42·965’
	Note: (High spot of 4.3m exists bearing 270° (T) x 108m from NW Sudong Buoy)		1° 13·096’ 103° 43·000’
26	**Sudong Petroleum Holding** (ASPH)	21.6	1° 09·917’ 103° 43·112’
27	**Sudong Explosive** (ASUEX)	19·5	1° 10·278’ 103° 42·685’
28	**Sudong Special Purpose** (ASSPU)	17.7	1° 11·040’ 103° 42·434’
29	**Sudong Holding** (ASH)	23.2	1° 12·051’ 103° 39·978’

Return to Content page

THE USE OF CANOES AND KAYAKS WITHIN THE PORT LIMITS OF SINGAPORE

Please refer to Port Marine Circular No. 11 of 2021 dated 21 December 2021.

Website: https://www.mpa.gov.sg/media-centre/details/the-use-of-canoes-and-kayaks-within-the-port-limits-of-singapore

Chartlets:

Title: PORT OF SINGAPORE – PROHIBITED AREAS

Return to Content page

CONTROLLING DEPTHS OF NAVIGATIONAL CHANNELS AND FAIRWAYS

DEPTHS OF RIVERS AND BASINS

The information of the controlling depths and depths of rivers and basins are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/pilotage-and-towage/pilotage-guidelines

Return to Content page

VERTICAL AND SAFE OVERHEAD CLEARANCES UNDER BRIDGES AND AERIAL CABLEWAY

1 The vertical and safe overhead clearances above Mean High Water Spring (MHWS) of bridges and aerial cableway in Port Waters are listed in Appendix I.

2 Pursuant to Section 43 (c) of the Maritime and Port Authority of Singapore Act (Chapter 170A), the Port Master hereby directs that vessels whose *height exceeds the safe overhead clearance are not to pass under the bridge. Mariners are advised to ascertain the *height of their vessels accurately before passing under the bridge. They are also to exercise extreme caution when navigating under the bridge.

3 The safe overhead clearance as defined by the "Chart Specifications of the IHO and Regulations of the International Hydrographic Organisation (IHO) for International (INT) Charts" is the physical clearance of the bridge above MHWS minus a safety margin.

4 The following Port Marine Circulars are cancelled:

(a) Nos. 89, 93, 95, and 118 of 1985;
(b) No. 4 of 1993; and
(c) No. 3 of 1997
(d) No. 16 of 1998

**** 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 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. This height must be verifiable with the appropriate plans or documents carried on board the vessel.***

Return to Content page

	NAME OF BRIDGE / AERIAL CABLEWAY	VERTICAL CLEARANCE IN METRES ABOVE MHWS	SAFE OVERHEAD CLEARANCE IN METRES ABOVE MHWS	REMARKS
(1)	**SECOND CROSSING BRIDGE at Tuas (SECOND LINK)** - Singapore Navigation Span	12·0	10·0	Beam not to exceed 15 metres between Pier 24 and 25 (Singapore Channel). A rectangular signboard measuring 7.3 m x 2.1 m showing the legend "AIR DRAUGHT CLEARANCE OF 12 METRES ABOVE MHWS" has been installed on the bridge. NOTE: (1) Vessel to pass under bridge only during such times as may be specified by the Port Master; (2) Any other restrictions as may be necessary for safe navigation that may be specified by the Port Master.
	- Malaysian Main Navigation Span	25·0	-	
	- Malaysian Secondary Navigation Span	9·0	-	
(2)	**JALAN BUROH BRIDGE at Jalan Buroh**	9.2	7.3	Width of vessel shall not exceed 25 metres. Speed of vessel shall not exceed 4 knots.
(3)	**SUNGEI PANDAN BRIDGE at Jalan Buroh**	3.6	2.8	Centre of span.
(4)	**SENTOSA GATEWAY BRIDGE**	3.6	-	No vessels permitted to pass under the bridge unless authorized by the Port Master. NOTE: Mariners are to note that Selat Sengkir is a Prohibited Area and it would be an offence for any vessel to proceed into the area.

Return to Content page

	NAME OF BRIDGE / AERIAL CABLEWAY	VERTICAL CLEARANCE IN METRES ABOVE MHWS	SAFE OVERHEAD CLEARANCE IN METRES ABOVE MHWS	REMARKS
(5)	**AERIAL CABLEWAY** Cruise Bay Aerial Cableway	56	50	No person may cause or permit a vessel exceeding 48 metres in height to enter, maneuver within, or leave Cruise Bay unless the owner, agent, master, or person-in-charge of the vessel obtains the prior written approval of the Port Master and complies with such conditions as the Port Master may impose. No person may cause or permit a vessel exceeding 50 metres in height to enter or remain the Cruise Bay. No person may cause or permit a vessel in the Cruise Bay to be modified to attain a height exceeding 50 metres.

Return to Content page

(Updated to 1 May 2025)

IALA MARITIME BUOYAGE SYSTEM

- HISTORICAL BACKGROUND
- GENERAL PRINCIPLES OF THE SYSTEM
- RULES
- MAP SHOWING REGIONS A AND B
- REGION A MARKS BY DAY AND NIGHT (CHART)
- REGION B MARKS BY DAY AND NIGHT (CHART)

The Information is available at the following IALA's webpage:

https://www.iala-aism.org/

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
WEST JOHOR STRAIT				
Alert Shoal Buoy	01°16·984’ 103°36·375’	Yellow pillar	Fl(4)Y.15s	MPA
Breakwater Beacon (Raffles Marina)	01°20·668’ 103°38·037’	White concrete tower	Fl.W.10s15m	Raffles Marina Ltd
Chenting Buoy	01°22·496’ 103°38·750’	Green conical	Fl(2)G.10s	MPA
DHI-NCW-01 Buoy	01°26·872’ 103°45·524’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	DHI Water & Environment (S) Pte Ltd
DHI-TWC Buoy	01°17·606’ 103°36·930’	Yellow pillar with ‘X’ topmark	Fl.Y.10s	DHI Water & Environment (S) Pte Ltd
Gedong Buoy	01°24·918’ 103°40·100’	Green conical	Fl(3)G.10s	MPA
Kolek Buoy	01°18·840’ 103°36·880’	Red can	Fl.R.2,5s	MPA
Laba Buoy	01°21·221’ 103°38·116’	Green conical	Fl.G.2s	MPA
Lucy Buoy	01°23·728’ 103°39·254’	Green conical	Fl.G.4s	MPA
NEA-LCK Buoy	01°27·373’ 103°43·517’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	NEA
North Light (Second Link)	01°21·029’ 103°38·023’	Sector light at Second Link Bridge	DirFl.WRG.2,5s2M G 201°00’-202°30’ (1·5°) W 202°30’-210°30’ (8°) R 210°30’-212°00’ (1·5°)	LTA (Road Structures & Facilities Management)
PL1 Buoy	01°24·367’ 103°39·610’	Yellow pillar with ‘X’ topmark	Fl(2)Y.4s	DSTA
PL2 Buoy	01°23·096’ 103°39·058’	Yellow pillar with ‘X’ topmark	Fl(2)Y.6s	DSTA
PL3 Buoy	01°21·863’ 103°38·441’	Yellow pillar with ‘X’ topmark	Fl(2)Y.8s	DSTA
Sarimbun Buoy	01°26·212’ 103°41·343’	Red can	Fl.R.6s	MPA
South Light (Second Link)	01°21·016’ 103°38·013’	Sector light at Second Link Bridge	DirFl.WRG.2,5s3M G 17°30’ -19°00’(1·5°) W 19°00’ - 29°00’ (10°) R 29°00’ - 30°30’ (1·5°)	LTA (Road structures & Facilities Management)
Tengeh Buoy	01°20·517’ 103°37·843’	Green conical	Fl.G.4s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
WEST JOHOR STRAIT (Cont/)				
STEE-1 Buoy	01°26·096' 103°41·021'	Yellow pillar with 'X' topmark	Fl(4)Y·10s	Singapore Technologies Engineering
STEE-2 Buoy	01°25·451' 103°40·331'	Yellow pillar with 'X' topmark	Fl(4)Y·12s	Singapore Technologies Engineering
STEE-3 Buoy	01°24·048' 103°39·521'	Yellow pillar with 'X' topmark	Fl(4)Y·15s	Singapore Technologies Engineering
STEE-4 Buoy	01°22·526' 103°38·909'	Yellow pillar with 'X' topmark	Fl(4)Y·20s	Singapore Technologies Engineering
TP1 Beacon (Jetty West End)	01°16·709' 103°38·602'	Yellow pole on Tuas Fuel Oil Unloading jetty end	Fl.Y.4s5m	Tuas Power Ltd
TP2 Beacon (Jetty East End)	01°16·774' 103°38·972'	Yellow pole	Fl.Y.2s5m10M	Tuas Power Ltd
Tuas East Beacon (Jetty East End)	01°17·183' 103°36·761'	Yellow tubular tower on jetty	Fl.Y.2,5s	Singapore Technologies Logistics Pte Ltd
Tuas West Beacon (Jetty West End)	01°17·245' 103°36·735'	Yellow tubular tower on jetty	Fl.Y.5s	Singapore Technologies Logistics Pte Ltd
TUAS VIEW EXTENSION				
F3-PHBJV-1 Buoy	01°14·398' 103°37·399'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	Penta Ocean JV
F3-PHBJV-2 Buoy	01°14·398' 103°38·755'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	Penta Ocean JV
HD TWC 4 Buoy	01°18·560' 103°36·968'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 5 Buoy	01°18·466' 103°37·074'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 6 Buoy	01°17·937' 103°36·988'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 7 Buoy	01°20·442' 103°37·899'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 8 Buoy	01°17·503' 103°36·648'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 9 Buoy	01°18·876' 103°36·922'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 10 Buoy	01°19·620' 103°37·283'	Yellow pillar with 'X' topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HD TWC 12 Buoy	01°19·241' 103°37·045'	Yellow pillar with 'X' topmark	Fl(4)Y.10s (sync)	Hyundai Engineering & Cons. Co. Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
TUAS VIEW EXTENSION (Cont/)				
HD TWC 14 Buoy	01°19·838’ 103°37·343’	Yellow pillar with ‘X’ topmark	Fl(4)Y.10s (sync)	Hyundai Engineering & Cons. Co. Ltd
HVB-8A Buoy	01°15·860’ 103°36·290’	Green Conical	Fl.G.4s	China Harbour
HVB-09 Buoy	01°16·345’ 103°36·463’	Green Conical	Fl.G.4s	JTC Corporation
Lube Park Front Beacon Lts in line 200·7°	01°16·505’ 103°36·591’	Red triangle daymark point upward on white steel pole	QR.11m	Singapore Lube Park Pte Ltd
Lube Park Rear Beacon Lts in line 200·7°	01°16·494’ 103°36·587’	Red triangle daymark point downward on white steel pole	Iso.R.4s15m	Singapore Lube Park Pte Ltd
NB1 Buoy	01°18·231’ 103°37·222’	Yellow pillar with ‘X’ topmark	Fl.Y·6s	PUB
NB2 Buoy	01°18·063’ 103°37·132’	Yellow pillar with ‘X’ topmark	Fl.Y·4s	PUB
NEA-TUA Buoy	01°16·828’ 103°36·641’	Yellow pillar with ‘X’ topmark	Fl.Y.6s	NEA
PKHDB-18 Buoy	01°13·642’ 103°36·288’	Green conical	Fl.G.2s	Xinsha Holding Pte Ltd
PKHDB-21 Buoy	01°14·424’ 103°36·266’	Green conical	Fl.G.2s	Xinsha Holding Pte Ltd
PUB-PSTWC Buoy	01°18·454’ 103°37·170’	Yellow pillar with ‘X’ topmark	Fl(4)Y.10s	Winsys Technology Pte Ltd
PUB TDP 1 Buoy	01°18·293’ 103°37·244’	Yellow pillar with ‘X’ topmark	Fl(2)Y.5s (sync)	PUB
PUB TDP 2 Buoy	01°18·299’ 103°37·258’	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 3 Buoy	01°18·295’ 103°37·268’	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 4 Buoy	01°18·292’ 103°37·278’	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 5 Buoy	01°18·271’ 103°37·271’	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 6 Buoy	01°18·275’ 103°37·261’	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 7 Buoy	01°18·279’ 103°37·251’	Yellow spar	Fl(2)Y.5s (sync)	PUB

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
TUAS VIEW EXTENSION (Cont/)				
PUB TDP 8 Buoy	01°18·289' 103°37·255'	Yellow spar	Fl(2)Y.5s (sync)	PUB
PUB TDP 9 Buoy	01°18·296' 103°37·143'	Yellow pillar with 'X' topmark	Fl(2)Y.5s (sync)	PUB
TMS-1 Buoy	01°14·495' 103°38·961'	Red can	Fl(3)R.15s	MPA
TVE 1 Buoy	01°12·508' 103°38·867'	Double black cones topmark bases together on black yellow black pillar	VQ(3)5s	MPA
TVE 2 Buoy	01°12·580' 103°38·210'	Yellow pillar	Fl.Y.2s	MPA
TVE 3 Buoy	01°12·778' 103°37·441'	Yellow pillar	Fl.Y.2s	MPA
TVE 4 Buoy	01°12·926' 103°36·865'	Yellow pillar	Fl.Y.2s	MPA
TVE 5 Buoy	01°13·075' 103°36·289'	Double black cones topmark point to point on yellow black yellow pillar	VQ(9)10s	MPA
Xinsha-1 Buoy	01°13·296' 103°38·476'	Yellow pillar with 'X' topmark	Fl.Y.6s	Xinsha Holding Pte Ltd
TEMASEK FAIRWAY				
He-Ent Beacon	01°13·699' 103°40·186'	Green conical on green tubular tower	Fl(2)G.4s6m5M	Advario Helios Singapore Pte Ltd
Jurong Satu Buoy	01°14·306' 103°39·937'	Green conical	Fl.G.2s	MPA
Jurong Dua Buoy	01°15·013' 103°39·593'	Green conical	Fl.G.4s	MPA
Jurong Empat Buoy	01°15·955' 103°39·216'	Double black cones topmark point to point on yellow black yellow pillar	Q(9)W.15s	MPA
SLNG -1 Buoy	01°13·721' 103°40·576'	Yellow pillar with 'X' topmark	Fl.Y·4s	Singapore LNG Corporation
Temasek Buoy	01°13·030' 103°39·515'	Red can	Fl.R.2s	MPA
TMS-2 Buoy	01°16·198' 103°38·707'	Red can	Fl.R.5s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
TUAS CHANNEL				
Channel Buoy	01°17·379' 103°39·266'	Red can	Fl(2)R.10s	JTC Corporation
Gul Beacon	01°17·274' 103°39·593'	Green cone on green tubular tower pivoted at base. Buoyant Beacon	Fl(3)G.15s5m3M	JTC Corporation
Northern Tuas Buoy	01°18·564' 103°38·505'	Yellow pillar	Fl.Y.2,5s	JTC Corporation
Piatu Beacon	01°18·539' 103°38·302'	Yellow can on yellow tubular tower pivoted at base. Buoyant Beacon	Fl.Y.5s6m3M	JTC Corporation
Pioneer Beacon	01°17·238' 103°39·398'	Red can on red tubular tower pivoted at base. Buoyant Beacon	Fl(3)R.15s5m3M	JTC Corporation
SW Tuas Buoy	01°17·966' 103°38·732'	Yellow pillar	Fl.Y.8s	JTC Corporation
Tuas Beacon	01°16·957' 103°39·354'	Red can on red tubular tower pivoted at base. Buoyant Beacon	Fl.R.5s6m3M	JTC Corporation
WEST JURONG CHANNEL				
Anak Pulau Buoy	01°17·613' 103°41·949'	Double black cones topmark bases together on black yellow black pillar	Q(3)W.10s	MPA
Chombun Beacon	01°17·489' 103°41·687'	Yellow tubular tower on yellow piles	Fl.Y.2,5s5m4M	ExxonMobil Asia Pacific Pte Ltd
JIDP-1 Buoy	01°16·615' 103°39·871'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	PUB
JIDP-2 Buoy	01°16·637' 103°39·856'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	PUB
JIDP-3 Buoy	01°16·656' 103°39·883'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	PUB
JIDP-4 Buoy	01°16·633' 103°39·898'	Yellow pillar with 'X' topmark	Fl.Y.4s (sync)	PUB
Kanan Buoy	01°16·958' 103°40·131'	Green Conical	Fl(2)G.10s	MPA
Long Shoal Buoy	01°17·084' 103°39·765'	Red can	Fl(2)R.10s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
WEST JURONG CHANNEL (Cont/)				
MB1 Buoy	01°17·672’ 103°42·647’	Yellow pillar with ‘X’ topmark	Fl.Y.3s(sync)	PCG
MB2 Buoy	01°17·886’ 103°42·647’	Yellow pillar with ‘X’ topmark	Fl.Y.3s(sync)	PCG
Mobil Front Beacon Ldg Lt. 079·9°	01°17·891’ 103°41·314’	Black cone on black tubular tower pivoted at base. Buoyant Beacon	Fl.W.2,5s5m4M	ExxonMobil Asia Pacific Pte Ltd
Mobil Rear Beacon Ldg Lt. 079·9°	01°17·906’ 103°41·394’	Black triangle points downward on black tower on jetty, 5m	Fl.W.5s7m4M	ExxonMobil Asia Pacific Pte Ltd
Pesek Buoy	01°17·182’ 103°40·592’	Green conical	Fl(3)G.15s	MPA
PUB-PSJI Buoy	01°16·632’ 103°39·460’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	Winsys Technology Pte Ltd
SCM5 Buoy	01°16·720’ 103°39·008’	Red can	Fl.R.2s	MPA
Tembuan Buoy	01°17·392’ 103°40·425’	Red can	Fl(3)R.15s	MPA
TPU-N1 Beacon	01°16·646’ 103°39·880’	Yellow spar with ‘X’ topmark	Fl.Y.6s	TP Utilities Pte Ltd
TPU-N2 Beacon	01°16·637’ 103°39·866’	Yellow spar with ‘X’ topmark	Fl.Y.6s	TP Utilities Pte Ltd
Triton Buoy	01°16·485’ 103°39·216’	Green conical	Fl.G.5s	MPA
WJ1 Buoy	01°16·671’ 103°39·529’	Green Conical	Fl.G.10s	MPA
PESEK BASIN				
Esso Beacon	01°17·093’ 103°41·900’	Green tubular tower on dolphin 2	VQ.G.8m5M	ExxonMobil Asia Pacific Pte Ltd
BANYAN BASIN				
BB7 Buoy	01°14·722’ 103°41·798’	Yellow pillar	Fl.Y.2s	JTC Corporation
SCC North Light	01°15·976’ 103°41·210’	Yellow metal staff on jetty end	Fl.Y.6s3m	ExxonMobil Asia Pacific Pte Ltd
SCC South Light	01°15·916’ 103°41·275’	Yellow metal staff on jetty end	Fl.Y.4s3m	ExxonMobil Asia Pacific Pte Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SAKRA BASIN				
Ayer Beacon	01°16·087’ 103°42·401’	White triangle daymark on white steel pipe	DirFl.WRG.3s10m 10-4M G299°- 305°(6°) W305°- 309°(4°) R309°- 315°(6°)	PCS Pte Ltd
PCS 5 Buoy	01°15·834’ 103°42·891’	Yellow pillar	Fl.Y.6s	PCS Pte Ltd
SINKI FAIRWAY				
Banyan Beacon	01°13·346’ 103°41·585’	Double black spheres, on black tubular tower with red horizontal band pivoted at base, Buoyant Beacon, AIS	Fl(2)10s11m8/5M (Dual Intensity)	MPA
Bujor Buoy	01°13·362’ 103°42·109’	Green conical	Fl(2)G.10s	MPA
Busing Beacon	01°14·200’ 103°44·305’	White cone on white masonry cone frustum	Disused	MPA
Busong Buoy	01°14·856’ 103°44·438’	Double black cones topmark point downward on yellow black pillar	Q(6)W+LFl.W.15s	MPA
Butir Buoy	01°14·636’ 103°43·828’	Green conical	Fl.G.5s	MPA
CC2 Buoy	01°14·984’ 103°41·987’	Yellow conical	Fl.Y.6s	Chevron Oronite Pte Ltd
CC3 Buoy	01°14·968’ 103°42·181’	Yellow can	Fl.Y.8s	Chevron Oronite Pte Ltd
ADSC-1	01°16·402’ 103°44·481’	Yellow metal pole	Fl.Y.6s5m3M	Advario Singapore Chemical Pte Ltd
MD 0	01°13·925’ 103°41·113’	Yellow / Yellow tabular tower on dolphin 4m	Fl.Y.4s11m3M	-
MD 21	01°14·350’ 103°41·485’	Yellow / Yellow tabular tower on dolphin 4m	Fl.Y.6s12m3M	-
OTB Front Beacon	01°14·213’ 103°45·064’	Red triangle points upward on white pole	Q.R.6m5M	Tank Store
OTB Rear Beacon	01°14·171’ 103°45·010’	Red triangle points downward on white lattice tower	Iso.R.4s13m5M	Tank Store
Pempang Buoy	01°14·306’ 103°43·310’	Double black cones topmark point upward on black yellow pillar	Q.W	MPA
Pempang Laut Buoy	01°13·819’ 103°43·044’	Green Conical	Fl(2)G.4s	MPA
Rasu Buoy	01°11·796’ 103°39·549’	Yellow conical, AIS	Fl(4)Y.15s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SINKI FAIRWAY (Cont/)				
Salu Buoy	01°12·221’ 103°40·660’	Green conical	Fl.G.5s	MPA
Sawa Buoy	01°15·354’ 103°44·045’	Yellow spherical	Fl(4)Y.15s	MPA
Serebut Beacon	01°14·833’ 103°42·088’	Red can on red metal tubular tower on piles.	Fl(2)R.10s9m8/5M (Dual Intensity)	MPA
Sinki Buoy	01°14·046’ 103°42·498’	Red white vertical stripe spherical	LFl.W.10s	MPA
Sinki Beacon	01°14·048’ 103°43·309’	Green concrete framework tower with AIS	Fl(3)G.15s8m8/5M (Dual Intensity)	MPA
South Cyrene Beacon	01°15·240’ 103°45·079’	Red can on red masonry cone frustum	Unlit	MPA
VLCC 101 Beacon	01°13·516’ 103°40·658’	Yellow metal pole	Fl.Y.3s5m3M	Tanker Mooring Services Pte Ltd
VLCC 102 Beacon	01°13·675’ 103°40·816’	Yellow metal pole	Fl.Y.5s5m3M	Tanker Mooring Services Pte Ltd
VLCC 201 Beacon	01°13·704’ 103°40·845’	Yellow metal pole	Fl.Y.7s5m3M	ExxonMobil Asia Pacific Pte Ltd
VLCC 202 Beacon	01°13·863’ 103°41·002’	Yellow metal pole	Fl.Y.9s5m3M	ExxonMobil Asia Pacific Pte Ltd
EAST JURONG CHANNEL				
Caltex Front Beacon Lt in line 339·9°	01°17·625’ 103°44·492’	Yellow metal staff on jetty with yellow triangle topmark	Fl.Y.2s6m2M	Chevron Singapore Pte Ltd
Caltex Rear Beacon Lt in line 339·9°	01°17·681’ 103°44·471’	Yellow metal staff on jetty with yellow triangle points downward topmark	Fl.Y.4s9m2M	Chevron Singapore Pte Ltd
Cyrene Beacon	01°15·300’ 103°45·538’	Red concrete framework tower. AIS	Fl.R.2,5s8m8/5M (Dual Intensity)	MPA
Damar Laut Beacon (Front)	01°17·978’ 103°43·354’	White triangle daymark on white tubular tower on piles	DirFl.WRG.2,5s 12m9 - 7M G308·6°-310·6°(2°) W310·6°-313·6°(3°) R313·6°-315·6°(2°)	Jurong Port Pte Ltd
Damar Laut Beacon (Rear)	01°18·057’ 103°43·267’	White triangle daymark point downward on white tubular tower on piles	Unlit	Jurong Port Pte Ltd
E Cyrene Buoy	01°15·611’ 103°45·885’	Red white vertical stripe spherical	LFl.W.10s	MPA
East Pandan Buoy	01°15·593’ 103°45·477’	Double black cones topmark base to base on black yellow black pillar	Q(3)W.10s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EAST JURONG CHANNEL (Cont/)				
JP DL-1 Buoy	01°18·442' 103°42·762'	Yellow pillar	Fl.Y.6s	Jurong Port Pte Ltd
LCT-1 Beacon	01°18·399' 103°42·830'	Yellow pillar	Fl.Y.2s	Jurong Port Pte Ltd
LCT-2 Beacon	01°18·404' 103°42·806'	Yellow pillar	Fl.Y.4s	Jurong Port Pte Ltd
Merlimau East Light (Jetty East End)	01°17·580' 103°43·238'	-	Fl.Y.3s6m4M	Singapore Refinery Co Pte Ltd
Merlimau West Light (Jetty West End)	01°17·660' 103°42·855'	Yellow metal staff on jetty	Fl.Y.6s	Singapore Refinery Co Pte Ltd
North Pandan Buoy	01°15·809' 103°45·204'	Yellow 'X' topmark on yellow pillar buoy	Fl.Y.5s	MPA
ADS-1	01°16·664' 103°44·227'	Yellow framework tower on yellow piles	Fl.Y.10s5m	Advario Singapore Ltd
ADS-2	01°16·768' 103°44·157'	Yellow square daymark on yellow staff on jetty	Fl.Y.2,5s9m	Advario Singapore Ltd
ADS-3	01°16·779' 103°44·096'	Yellow tubular pile	Fl.Y.4s5m	Advario Singapore Ltd
ADS-4	01°17·308' 103°43·597'	Yellow 'X' topmark on yellow beacon pile	Fl.Y.4s3m3M	Advario Singapore Ltd
ADS-5	01°17·429' 103°43·459'	Yellow 'X' topmark on yellow beacon pile	Fl.Y.6s3m3M	Advario Singapore Ltd
ADS-6 (Lts in line 229·8°)	01°17·315' 103°43·543'	Black beacon pile with white triangle topmark pointing downward	Fl.W.6s9m3M	Advario Singapore Ltd
ADS-7 (Lts in line 229.8°)	01°17·383' 103°43·624'	Black beacon pile on MD7 with white triangle topmark pointing upward	Fl.W.4s8m3M	Advario Singapore Ltd
ADS-N1	01°17·415' 103°43·458'	Black/Yellow North Cardinal beacon	Q.3.7m2M	Advario Singapore Ltd
ADS-N2	01°17·377' 103°43·505'	Black/Yellow North Cardinal beacon	Q.3.7m2M	Advario Singapore Ltd
OVPJ Buoy	01°17·946' 103°43·898'	Yellow pillar with 'X' topmark	Fl.Y.5s	Vopak Terminals Singapore Pte Ltd
OVPJ East Light (Jetty East End)	01°17·816' 103°44·031'	White metal staff on jetty	Fl.Y.5s5m4M	Vopak Terminals Singapore Pte Ltd
OVPJ West Light (Jetty West End)	01°17·893' 103°43·843'	White metal staff on jetty	Fl.Y.2,5s4m4M	Vopak Terminals Singapore Pte Ltd
PLP-1 Beacon	01°17·279' 103°43·624'	Yellow spar with 'X' topmark	Fl.Y.2s4m4M	Pacific Light Power Pte Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EAST JURONG CHANNEL (Cont/)				
Pusing Buoy	01°17·148’ 103°44·190’	Red white vertical stripe spherical	Iso.W.5s	MPA
Seraya Buoy	01°16·740’ 103°44·896’	Green conical	Fl.G.3s	MPA
SPS-1 Beacon	01°16·967’ 103°43·759’	Yellow pile with ‘X’ topmark	Fl.Y.4s	YTL Power Seraya Pte Ltd
SRC East Light	01°17·616’ 103°42·467’	Yellow metal staff on platform on jetty	Fl.Y.4s	Singapore Refinery Co Pte Ltd
SRC West Light	01°17·607’ 103°42·362’	Yellow metal staff on platform on jetty	Fl.Y.6s	Singapore Refinery Co Pte Ltd
RETAN DARAT CHANNEL				
Retan Satu Beacon	01°17·568’ 103°45·420’	Yellow 'X' on yellow staff on rock bund, 2m	Fl.Y.4s2m2M	MPA
Retan Dua Beacon	01°17·550’ 103°45·308’	Yellow staff on rock bund, 2m	Fl.Y.6s2m2M	MPA
Retan Tiga Beacon	01°17·532’ 103°45·194’	Yellow staff on rock bund, 2m	Fl.Y.8s2m2M	MPA
Retan Empat Buoy	01°17·511’ 103°45·042’	Yellow pillar	Fl.Y.10s	MPA
Retan A Buoy	01°17·480’ 103°45·035’	Red can	Fl.R.2,5s	MPA
Retan B Buoy	01°17·557’ 103°45·471’	Red pillar	Fl.R.5s	MPA
Retan C Buoy	01°17·438’ 103°45·116’	Red with green band, can	Fl(2+1)R.10s	MPA
Retan D Buoy	01°17·484’ 103°45·357’	Red with green band, can	Fl(2+1)R.15s	MPA
SUNGEI JURONG				
East Jurong Beacon	01°18·003’ 103°43·685’	Black with a single broad horizontal yellow band pillar on dolphin	Q(3)10s6m3M	Jurong Port Pte Ltd
JP 3 Beacon	01°18·066’ 103°43·758’	Green cone topmark on green tubular tower pivoted at base. Buoyant beacon	Fl.G.5s5m3M	Jurong Port Pte Ltd
JP 5 Buoy	01°18·379’ 103°43·652’	Green conical	Fl(3)G.15s	Jurong Port Pte Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SELAT PANDAN				
Merbau Buoy	01°15·619’ 103°43·773’	Red can	Fl(3)R.15s	MPA
NEA - CYR Buoy	01°15·723’ 103° 44·739’	Yellow pillar with ‘X’ topmark	Oc(2)Y.8s	NEA
North Cyrene Buoy	01°15·879’ 103°45·048’	Double black cones topmark point upward on black yellow pillar	Q.W	MPA
Pandan Beacon	01°15·460’ 103°44·534’	Double black cones point to point on yellow tubular tower, black at bottom, on yellow pile cap on piles	Q(9)W.15s6m6M	MPA
Seraya Front Beacon Lts in line 281·5°	01°16·193’ 103°44·264’	Yellow triangle topmark point upward on yellow steel pole	Fl.Y.2s8m1M	Seraya Chemical Singapore Pte Ltd
Seraya Rear Beacon Lts in line 281·5°	01°16·211’ 103°44·173’	Yellow triangle topmark point downward on yellow steel pole	Fl.Y.4s10m1M	Seraya Chemical Singapore Pte Ltd
SELAT PAUH				
Gerita Beacon	01°13·417’ 103°43·483’	Double black spheres on red box on red pile, black band at bottom	Fl(2)W.10s8m4M	MPA
Malang Orang Buoy	01°13·046’ 103°43·848’	Double black cones topmark point upward on black yellow pillar	Q.W	MPA
Menalung Buoy	01°12·796’ 103°44·088’	Green conical	Fl.G.10s	MPA
North Semakau Beacon	01°13·139’ 103°45·527’	Double black cones points upward on black tower on yellow pile cap on pile	Q.W.6m3M	MPA
North-East Semakau Beacon	01°12·641’ 103°46·804’	Yellow round tower on wharf, 3m	Fl.Y.5s5m3M	NEA
NW Sudong Buoy	01°13·149’ 103°43·026’	Green conical	Fl(2)G.6s	MPA
Pauh Beacon	01°13·376’ 103°44·995’	Green tower on dolphin	Fl.G.5s6m3M	MPA
Pempang Beacon	01°13·684’ 103°44·453’	Red circle on white mast on white concrete cylindrical base	Unlit	MPA
South Bukom Beacon	01°13·193’ 103°46·841’	Double black cones point downward, on yellow tower on black pile	Q(6)W+LFl.W.15s 4m3M	MPA
Sudong Beacon (Disused)	01°12·660’ 103°42·844’	Yellow metal framework tower on cylindrical base	Unlit	WRFMO DSTA/B1

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SAWA PEMALANG				
Berkas Buoy	01°11·671’ 103°44·348’	Yellow pillar	Fl.Y.4s	MPA
Senang Buoy	01°10·409’ 103°44·998’	Yellow pillar	Fl.Y.2s	MPA
RAFFLES SHOAL				
Balok Buoy	01°10·118’ 103°43·267’	Yellow pillar	Fl.Y.2s	MPA
Kuda Buoy	01°11·476’ 103°42·216’	Yellow pillar	Fl.Y.4s	MPA
Pawai Buoy	01°11·497’ 103°40·447’	Yellow pillar	Fl(5)Y.20s	MPA
Raffles Buoy	01°10·560’ 103°41·716’	Yellow conical	Fl(6)Y.15s	MPA
APPROACHES TO SHELL SBM				
MESN-RLH Buoy	01°09·595’ 103°44·372’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	National University of Singapore
Semaphore Tower (Pulau Satumu)	01°09·653’ 103°44·471’	Metal framework tower. Traffic signals, Black cone above black cylinder by day, `X' by night	Iso.W.10s41m6M	Aster Chemicals & Energy Pte Ltd
Semakau Light	01°12·587’ 103°46·657’	Sector light on top of Generator Building at Semakau Island (Centre of white light is 17.6°)	DirF.WRG.15m13M (occas). DirF.WRG.15m4M (Day). G16·5°-17·2° (0·7°) W17·2°-18·1°(0·9°) R18·1°-19·7°(1·6°)	Aster Chemicals & Energy Pte Ltd
Shell SBM Buoy	01°11·468’ 103°47·429’	Yellow can	Fl.Y.5s	Aster Chemicals & Energy Pte Ltd
SELAT SUDONG				
DHI-RC-01 Buoy	01°12·070’ 103°44·154’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	DHI Water & Environment (S) Pte Ltd
DHI-TSS-01 Buoy	01°12·105’ 103°43·596’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	DHI Water & Environment (S) Pte Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
PULAU SEBAROK				
Jambi West Beacon	01°12·184’ 103°47·617’	Double black cones point to point on yellow with black horizontal band pillar	Q(9)W.15s4m3M	Vopak Terminal (S) Pte Ltd
North Light (P. Sebarok Barge Pier)	01°12·487’ 103°47·506’	Warning light on pier	Q.R	Singaport Cleanseas Pte Ltd
South Light (P. Sebarok Barge Pier)	01°12·444’ 103°47·511’	Warning light on pier	Q.R	Singaport Cleanseas Pte Ltd
Vopak 1 Beacon (P. Sebarok jetty 5)	01°12·007’ 103°47·592’	On yellow metal pole at jetty end	Fl.Y.2s7m4M	Vopak Terminal (S) Pte Ltd
Vopak 2 Beacon (P. Sebarok jetty 5)	01°12·072’ 103°47·871’	On yellow metal pole on jetty	Fl.Y.4s9m4M	Vopak Terminal (S) Pte Ltd
Vopak 3 Beacon (P. Sebarok jetty 5)	01°12·006’ 103°47·981’	Warning light on jetty	Fl.Y.6s3M	Vopak Terminal (S) Pte Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
JONG FAIRWAY				
Bukom ADCP1 Buoy	01°14·345’ 103°46·262’	Yellow pillar (with current meter)	Fl.Y.4s	Aster Chemicals & Energy Pte Ltd
First Bukom Beacon	01°14·261’ 103°46·337’	Double black cones point upwards, on black box on black pile, yellow band at bottom	Q.W.4m5M	MPA
Fourth Bukom Beacon	01°13·843’ 103°46·703’	Double black cones point downward, on yellow GRP box on black cone frustum	VQ(6)W+LFl.W.10s 4m6M	MPA
Batu Kopi Beacon	01°13·389’ 103°46·777’	Double black spheres topmark on black, red, black pillar	Fl(2)W.10s	Aster Chemicals & Energy Pte Ltd
Jong Beacon	01°12·834’ 103°47·380’	Double black cones base to base on blackbox on yellow pile, black band at bottom	Q(3)W.10s4m4M	MPA
Sebarok Beacon	01°11·872’ 103°48·433’	Red cylinder on red tubular tower pivoted at base, AIS, Buoyant beacon	Fl.R.5s8m8/5M (Dual Intensity)	MPA
Second Bukom Beacon	01°14·172’ 103°46·452’	Double black cones point downward, on yellow box on yellow pile, black band at bottom	Q(6)+LFl.15s5m5M	MPA
Sisters Buoy	01°12·419’ 103°48·773’	Red white vertical strips spherical	LFl.W.10s	MPA
South Sebarok Buoy	01°11·799’ 103°48·383’	Double black cones topmark point downward on yellow black pillar	Q(6)W+LFl.W.15s	MPA
Third Bukom Beacon	01°13·908’ 103°46·651’	Double black cones point upward, on black box on black pile, yellow band at bottom	VQ.W.4m5M	MPA
SISTERS FAIRWAY				
JTC-R1 beacon	01°12·965’ 103°49·844’	Yellow pillar with ‘X’ topmark	Oc(2)Y.8s	JTC
Palawan Beacon	01°14·968’ 103°48·896’	Green metal framework tower, 5m	Fl.G.2,5s8m5M	MPA
Selegi Beacon	01°13·579’ 103°49·594’	Red tubular tower on red cylindrical base, AIS	Fl.R.2,5s6m8/5M (Dual Intensity)	MPA
SIS-01 Buoy	01°12·775’ 103°50·220’	Yellow pillar with ‘X’ topmark	Fl.Y.2s	NParks
SIS-02 Buoy	01°12·694’ 103°50·028’	Yellow pillar with ‘X’ topmark	Fl.Y.2s	NParks

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SISTERS FAIRWAY (Cont/)				
SIS-03 Buoy	01°12·937' 103°49·821'	Yellow pillar with 'X' topmark	Fl.Y.2s	NParks
SIS-04 Buoy	01°13·049 103°49·878'	Yellow pillar with 'X' topmark	Fl.Y.2s	NParks
SIS-05 Buoy	01°13·040' 103°50·013'	Yellow pillar with 'X' topmark	Fl.Y.2s	NParks
SIS-06 Buoy	01°12·924' 103°50·164'	Yellow pillar with 'X' topmark	Fl.Y.2s	NParks
WEST KEPPEL FAIRWAY				
Berlayar Buoy	01°15·722' 103°48·230'	Red can	Fl.R.5s	MPA
CRUISE BAY				
Renggis Buoy	01°15·626' 103°48·841'	Green conical	Fl(3)G.15s	Singapore Cruise Centre
Rimau Beacon	01°15·594' 103°48·394'	Green cone on green cylindrical base	Fl.G.5s6m4M	MPA
RS-1 Buoy	01°15·557' 103°49·215'	Yellow pillar with 'X' topmark	Fl.Y.3s (sync)	China Jingye Engineering Co. Ltd
RS-2 Buoy	01°15·585' 103°49·322'	Yellow pillar with 'X' topmark	Fl.Y.3s (sync)	China Jingye Engineering Co. Ltd
RS-3 Buoy	01°15·582' 103°49·384'	Yellow pillar with 'X' topmark	Fl.Y.3s (sync)	China Jingye Engineering Co. Ltd
Selegu Buoy	01°15·624' 103°49·094'	Green conical	Fl.G.10s	Singapore Cruise Centre
WTC Buoy	01°15·617' 103°49·273'	Yellow pillar	Fl.Y.10s	Singapore Cruise Centre
ADCP-TSS1 Buoy	01°15·593' 103°49·355'	Yellow pillar with 'X' topmark	Fl.Y.3s (sync)	WSP Consultancy Pte Ltd
ADCP-TSS3 Buoy	01°15·613' 103°49·139'	Yellow pillar with 'X' topmark	Fl.Y.3s (sync)	WSP Consultancy Pte Ltd
SOUTHERN ISLANDS				
Kias Beacon	01°13·937' 103°50·725'	Red tabular tower on red pile cap on pile	Fl.R.10s5m3M	MPA
Midway Buoy	01°14·091' 103°50·551'	Double black cones topmark point downward on yellow black pillar	VQ(6)W+LFl.W.10s	MPA
NW Boat Beacon	01°15·236' 103°50·542'	Red GRP Box on red cone frustum	Fl(3)R.15s4m4M	MPA
Renget Beacon	01°13·595' 103°50·803'	Red cylinder on red tubular tower on red pile cap on piles	Fl.R.5s6m3M	MPA
Sakijang Beacon	01°13·305' 103°51·275'	Black wooden framework tower, 11m with Automatic Identification System, AIS	Fl.W.2,5s59m15M	MPA
MESN-SJI Buoy	01°13·120' 103°50·739'	Yellow pillar with 'X' topmark	Fl.Y.3s	NUS

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SELAT SENGKIR				
ADCP-TSS2 Buoy	01°15·301’ 103°49·757’	Yellow pillar with ’X’ topmark	Fl.Y.3s	WSP Consultancy Pte Ltd
BURAN CHANNEL				
China Buoy	01°14·285’ 103°50·313’	Red can	Fl.R.4s	MPA
East Buran Buoy	01°14·648’ 103°50·964’	Double black cones topmark point upward on black yellow pillar	Q.W	MPA
PCG A Buoy	01°14·436’ 103°50·459’	Red can topmark on red can with one broad green	Fl(2+1)R.12s (sync)	PCG
PCG B Buoy	01°14·493’ 103°50·514’	Green conical topmark on green conical with one broad red horizontal band	Fl(2+1)G.12s (sync)	PCG
SE Buran Beacon	01°14·252’ 103°50·482’	Green cone on green tubular tower on green pile cap on piles	Fl.G.5s7m3M	MPA
Sentosa Beacon	01°14·236’ 103°49·986’	Red cylinder on red tubular tower on red pile cap on piles	Fl.R.2s7m3M	MPA
Sentosa Buoy	01°14·583’ 103°50·639’	Red can	Fl.R.6s	MPA
Tekukor Buoy	01°14·140’ 103°50·346’	Green conical	Fl(2)G.4s	MPA
West Buran Buoy	01°14·046’ 103°50·104’	Green conical	Fl.G.3s	MPA
KEPPEL HARBOUR				
Brani Buoy	01°15·350’ 103°50·704’	Red can	Fl.R.2,5s	PSA Corporation Ltd
Brani Causeway Front Light Ldg Lt 240·5°	01°15·677’ 103°49·446’	-	Q.R.11M	PSA Corporation Ltd
Brani Causeway Rear Light Ldg Lt 240·5°	01°15·669’ 103°49·433’	-	Iso.R.4s11M	PSA Corporation Ltd
Buran Beacon	01°15·141’ 103°50·919’	White tubular tower on white cylindrical base	Fl.W.2,5s4m4M	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EAST KEPPEL FAIRWAY				
Finger Pier Buoy	01°16·204’ 103°51·236’	Yellow pillar	Fl.Y.5s	PSA Corporation Ltd
Kukor Beacon	01°14·407’ 103°50·945’	Red rectangle on red metal framework tower on red cylindrical base	Fl.R.5s7m3M	MPA
Kukor Buoy	01°14·422’ 103° 51·322’	Red can	Fl(3)R.15s	MPA
Kusu Beacon	01°13·498’ 103°51·463’	Red cylinder on red pile	Fl.R.2,5s5m3M	MPA
Lower Shoal Buoy	01°14·679’ 103°52·180’	Green conical	Fl(3)G.15s	MPA
Main Fairway Buoy	01°14·441’ 103°51·932’	Red can with one broad green horizontal band	Fl(2+1)R.10s	MPA
Outer Shoal Beacon	01°15·014’ 103°51·808’	Green triangle on green tubular tower pivoted at base, Buoyant beacon	Fl.G.5s8m5M	MPA
Pagar Buoy	01°16·035’ 103°51·325’	Green conical	Fl(3)G.15s	PSA Corporation Ltd
RoRo Buoy	01°15·910’ 103°51·450’	Green conical	Fl(2)G.10s	PSA Corporation Ltd
Seringat Beacon	01°13·941’ 103°51·495’	Red cylinder on red tubular tower on red pile cap on piles	Fl(2)R.10s6m3M	MPA
Sirdhana Buoy	01°14·679’ 103°52·680’	Green conical	Fl(2)G.10s	MPA
Tembakul Beacon	01°13·340’ 103°51·755’	Red GRP tower, 4m	Fl.R.5s6m4M	MPA
TP3 Buoy	01°15·830’ 103°51·114’	Yellow pillar	Fl.Y.4s	PSA Corporation Ltd

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EASTERN APPROACHES TO SINGAPORE				
ACW1 Buoy	01°15·086’ 103°55·416’	Double black spheres topmarks on black red black pillar	Fl(2)W.5s	MPA
Airway Buoy	01°17·646’ 104°01·096’	Yellow pillar	Fl(4)Y.15s	MPA
Amber Beacon	01°17·872’ 103°54·347’	Yellow round concrete tower, 15m	Fl.Y.2,5s18m5M Arc of visibility 256°-058° (162°)	MPA
Approach Buoy	01°16·996’ 103°53·904’	Yellow pillar	Fl.Y.5s	MPA
Bedok Buoy	01°18·113’ 103°57·214’	Yellow pillar	Fl(4)Y.15s	MPA
Ferry Buoy	01°16·626’ 103°58·708’	Yellow pillar	Fl(4)Y.10s	MPA
Forward Buoy	01°16·496’ 103°55·472’	Red and white vertical stripes spherical buoy	LFl.W.10s	MPA
Keta Beacon	01°18·315’ 103°58·079’	Yellow cone on yellow tubular on piles. Radar reflector	Fl.Y.2s10m5M	PUB (Bedok Water Reclamation Plant)
NE Corridor Buoy	01°15·429’ 103°53·814’	Green conical	Fl.G.5s	MPA
NEA-ECP Buoy	01°18·392’ 103°57·200’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	NEA
NEA-WRM-EC Buoy	01°18·499’ 103°58·454’	Yellow pillar with ‘X’ topmark	Oc(2)Y.6s	NEA
NEA-WRM-MP Buoy	01°17·672’ 103°55.227’	Yellow pillar with ‘X’ topmark	Oc(2)Y.6s	NEA
Mano 11A Buoy	01°14·920’ 103°55·350’	Double black spheres topmarks on black red black pillar	Fl(2)W.10s	MPA
Padang Buoy	01°17·496’ 103° 58·979’	Yellow pillar	Fl.Y.5s	MPA
Siglap Buoy	01°17· 975’ 103° 56·514’	Yellow pillar	Fl.Y.2,5s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EASTERN APPROACHES TO SINGAPORE (Cont/)				
South Changi Beacon	01°18·912' 103°58·605'	Yellow round metal tower on rock bund, 3m	Fl.Y.10s5m4M	PUB (Drainage Department)
STEUIS-1 Buoy	01°18·505' 103°58·500'	Yellow pillar with 'X' top-mark	Fl.Y.4s	ST Engineering Unmanned & Integrated System Pte. Ltd
STEUIS-2 Buoy	01°18·499' 103°59·615'	Yellow pillar with 'X' top-mark	Fl.Y.4s	ST Engineering Unmanned & Integrated System Pte. Ltd
APPROACHES TO MARINA RESERVOIR				
Marina East Buoy 2	01°17·299' 103°53·430'	Yellow pillar	Fl.Y.2,5s	MPA
Marina East Buoy 3	01°17·596' 103°53·880'	Yellow pillar	Fl.Y.2,5s	MPA
MBB1 Buoy	01°16·723' 103°52·434'	Yellow 'X' on yellow pillar	Fl.Y.6s	PUB
MBB2 Buoy	01°16·754' 103°52·494'	Yellow 'X' on yellow pillar	Fl.Y.6s	PUB
MEDP-1 Buoy	01°16·719' 103°52·548'	Yellow pillar with 'X' topmark	Fl.Y.6s (sync)	PUB
MEDP-2 Buoy	01°16·721' 103°52·570'	Yellow pillar with 'X' topmark	Fl.Y.6s (sync)	PUB
PUB-PSME Buoy	01°16·564' 103°52·428'	Yellow pillar with 'X' topmark	Fl(4)Y.10s	Winsys Technology Pte Ltd
PUB-SMDP1 Buoy	01°16·710' 103°52·547'	Yellow pillar with 'X' topmark	Fl.Y.6s (sync)	PUB
PUB-SMDP2 Buoy	01°16·589' 103°52·673'	Yellow pillar with 'X' topmark	Fl.Y.6s (sync)	PUB
South Kallang Beacon	01°16·807' 103°52·577'	Yellow 'X' on yellow pillar	Fl.Y.6s5m4M	PUB
South Marina Beacon	01°16·716' 103°52·364'	Yellow 'X' on yellow pillar	Fl.Y.6s5m4M	PUB

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
MARINA SOUTH				
MBCC-1 Beacon	01°15·769’ 103°52·080’	Yellow pillar Beacon	Fl.Y.2s7m3M	Singapore Tourism Board
MSP 1 Beacon	01°16·267’ 103°52·031’	Red cylinder on red tubular tower on breakwater, 5m	Fl.R.2,5s7m3M	MPA
MSP 2 Beacon	01°16·198’ 103°52·081’	Yellow tubular tower on breakwater, 5m	Fl.Y.4s7m3M	MPA
MSP 3 Beacon	01°16·065’ 103°51·897’	Yellow tubular tower on breakwater, 5m	Fl.Y.6s7m3M	MPA
Marina Safe Buoy	01°16·304’ 103°52·043’	Red and White vertical stripes pillar with red spherical topmark	LFl.10s	MPA
EASTERN APPROACHES TO EAST JOHOR STRAIT				
Angler Buoy	01°21·096’ 104°03·013’	Red pillar with red can topmark, AIS	Fl(2)R.10s	MPA
CAAS Buoy 1	01°23·546’ 103°59·936’	Yellow pillar	Fl.Y.6s	MPA
CAAS Buoy 2	01°23·675’ 103°59·598’	Yellow pillar	Fl.Y.8s	MPA
CC Beacon	01°23·576’ 103°59·124’	Green pillar with green conical topmark	Fl.G.2s2m3M	MPA
Chek Jawa Front Beacon	01°24·429’ 103°59·576’	White triangle on white staff on white piles	Unlit	MPA
Chek Jawa Rear Beacon	01°24·497’ 103° 59·498	White triangle point downward on white metal staff on white concrete base, 5m	Fl.W.5s.27m10M Arc of visibility W 309°-314°(5°)	MPA
CP Beacon	01°23·538’ 103°59·170’	Green cone on green pile	Fl.G.5s5m3M	MPA
Eastern Buoy	01°17·863’ 104°05·896’	Red can, AIS	Fl.R.5s	MPA
HY-CSO1 Buoy	01°22·295’ 104°00·446’	Yellow pillar with ‘X’ topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HY-CSO2 Buoy	01°22·307’ 104°00·522’	Yellow pillar with ‘X’ topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HY-CSO3 Buoy	01°22·255’ 104°00·447’	Yellow pillar with ‘X’ topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
HY-CSO4 Buoy	01°22·264’ 104°00·532’	Yellow pillar with ‘X’ topmark	Fl.Y.2s (sync)	Hyundai Engineering & Cons. Co. Ltd
North Angler Buoy	01°21·582’ 104°02·399’	Red can	Fl(3)R.10s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EASTERN APPROACHES TO EAST JOHOR STRAIT (Cont/)				
Paku Buoy	01°23·539’ 104°00·142’	Red can	Fl(3)R.10s	MPA
South Angler Buoy	01°20·191’ 104°03·819’	Red Can	Fl.R.8s	MPA
SERANGOON HARBOUR				
CAFHI 1 Buoy	01°23·455’ 103°59·892’	Yellow pillar with ‘X’ topmark	Fl.Y.2s	CAFHI
CSC-1 Buoy	01°23·732’ 103°58·763’	Yellow pillar	Fl.Y.3s	Changi Sailing Club
Changi Buoy	01°23·713’ 103°59·429’	Red can	Fl.R.5s	MPA
Fairy Beacon	01°23·517’ 103°58·342’	Red staff on red concrete base	Fl(2)R.10s7m4M	MPA
Loyang Beacon	01°22·974’ 103°57·915’	Red mast on red piles	DirFl(2)WRG. 10s6m10-8M G128°-129°(1°) W129°-133°(4°) R133°-135°(2°)	MPA
Malang Papan Beacon	01°24·102’ 103°59·338’	Green triangle on green mast on concrete base	Fl.G.5s6m5M	MPA
NEA-SRG Buoy	01°23·195’ 103°57·222’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	NEA
PUB-TMWTP Beacon	01°22·971’ 103°57·629’	Yellow ‘X’ on yellow steel framework tower	Fl.Y.2s2m1M	PUB
Punggol Buoy	01°25·332’ 103°54·690’	Red can	Fl(4)R.15s	MPA
Serangoon Buoy	01°24·063’ 103°56·346’	Red can	Fl(3)R.10s	MPA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
SERANGOON HARBOUR (Cont/)				
SOPS-1 Buoy	01°23·188’ 103°58·064’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	Toll Offshore Petroleum Services Pte Ltd
SOPS-2 Buoy	01°23·098’ 103°58·096’	Yellow pillar with ‘X’ topmark	Fl(4)Y.10s	Toll Offshore Petroleum Services Pte Ltd
South Ubin Buoy	01°24·036’ 103°58·217’	Double black cones topmark pointing downward on yellow black pillar	Q(6)+LFl.15s	MPA
Squance Buoy	01°23·656’ 103°57·676’	Green conical	Fl(2)G.10s	MPA
Tajam Beacon	01°25·338’ 103°55·567’	Green triangle on green metal staff on green concrete base	Fl(3)G.10s6m4M	MPA
NENAS CHANNEL				
Bamap Beacon (disused)	01°25·172’ 103°58·166’	-	Unlit	-
Dawes Beacon	01°25·636’ 103°57·082’	White pile	Fl.G.5s5M	-
East Nanas Beacon	01°25·141’ 103°59·073’	White metal staff on white concrete block	Unlit	MPA
Kiri Beacon(disused)	01°25·324’ 103°56·978’	-	Unlit	-

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EAST JOHOR STRAIT				
Beaulieu Shoal Buoy	01°28·045' 103°50·387'	Red can	Fl.R.2,5s	MPA
City Gas Light on jetty	01°28·266' 103°48·470'	White triangle pointing downward with black strip in the centre on white metal frame work.	Fl.Y.10s	City Gas Pte Ltd
City Gas Light on dolphin	01°28·292' 103°48·437'	White triangle pointing upward with black strip in the centre on white metal frame work.	Fl.Y.8s	City Gas Pte Ltd
Denman Shoal Buoy	01°28·550' 103°48·460'	Red can	Fl.R.5s	MPA
DHI-NCW-02 Buoy	01°27·302' 103°46·463'	Yellow pillar with 'X' topmark	Fl.Y.5s	DHI Water & Environment (S) Pte Ltd
Felkin Buoy	01°27·263' 103°51·980'	Red can	Fl(3)R.10s	MPA
Lavis Buoy	01°27·749' 103°51·153'	Red can	Fl(4)R.15s	MPA
NEA - SLT Buoy	01°26·900' 103°51·800'	Yellow pillar with 'X' topmark	Fl.Y.4s	NEA
Perimbi Buoy	01°25·829' 103°53·247'	Red pillar with red can topmark	Fl.R.5s	MPA
Premier Beacon (Front) Lts in Line 209·7°	01°27·718' 103°49·294'	White circle topmark on Black and White horizontal stripe metal pole	Fl.R.2,5s (occas)	Seatrium (SG) Pte Ltd
Premier Beacon (Rear) Lts in Line 209·7°	01°27·638' 103°49·248'	White triangle topmark pointing upwards on Black and White horizontal stripe metal pole	Fl.R.2,5s (occas)	Seatrium (SG) Pte Ltd
RTS-LTA-P1 Buoy	01°27·515' 103°46·918'	Red can with red can topmark	Fl.R.3s (sync)	LTA
RTS-LTA-P2 Buoy	01°27·425' 103°46·781'	Red can with red can topmark	Fl.R.3s (sync)	LTA
RTS-LTA-S1 Buoy	01°27·538' 103°46·902'	Green conical with green conical topmark	Fl.G.3s (sync)	LTA
RTS-LTA-S2 Buoy	01°27·448' 103°46·766'	Green conical with green conical topmark	Fl.G.3s (sync)	LTA

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
EAST JOHOR STRAIT (Cont/)				
Seletar Buoy	01°26·529’ 103°52·597’	Red can	Fl(2)R.10s	MPA
Sembawang Buoy	01°28·216’ 103°49·422’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	Seatrium (SG) Pte Ltd
Senoko ‘A’ Buoy	01°28·571’ 103°48·495’	Red pillar	Fl.R.2,5s	City Energy Pte Ltd
Senoko ‘B’ Buoy	01°28·270’ 103°48·536’	Yellow pillar	Fl.Y.4s	City Energy Pte Ltd
Senoko Power Station Light 1	01°27·905’ 103°47·721’	Red light on dolphin	Fl.R.5s	Senoko Power Ltd
Senoko Power Station Light 2	01°27·955’ 103°47·798’	Red light on dolphin	Fl.R.5s	Senoko Power Ltd
Simpang Buoy	01°27·573’ 103°51·563’	Red pillar	Fl.R.10s	MPA
West Punggol Buoy	01°25·496’ 103°53·939’	Red can	Fl.R.3s	MPA
DHI-SFA-1 Buoy	01°25·876’ 103°52·219’	Yellow pillar with ‘X’ topmark	Fl.Y.5s	DHI Water & Environment (S) Pte Ltd
APPROACHES TO KUALA JOHOR				
BCA 01 Buoy	01°20·380’ 104°02·800’	Yellow pillar with ‘X’ topmark	Fl.Y.6s	BCA
Frontier Beacon	01°18·883’ 104°03·554’	Yellow round tower on yellow pile cap on pile	Fl.Y.3s7m3M	HD WS Section, RAM Branch, Changi Maintenance Base
Jambi Jaya Buoy (Marking wreck)	01°20·028’ 104°02·906’	Double black spheres, one above the other topmark, black with one wide broad red band pillar	Fl(2)W.10s	MPA
NP-1 Buoy	01°24·700’ 104°00·000’	Red can	Fl.R.4s	NParks

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
CHANGI EAST				
Changi East	01°18·875’ 104°00·933’	Red spar with can topmark	Fl.R.3s	HDB
Changi Beacon	01°19·141’ 104°02·074’	White round tower on piles	Fl(3)W.15s13m15M Arc of visibility 154°- 84° (290°)	MPA
CEF-01 Buoy	01°20·707’ 104°02·348’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	TOA – Samsung C & T Joint Venture (TSJV)
CEF-02 Buoy	01°20·708’ 104°02·635’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	TOA – Samsung C & T Joint Venture (TSJV)
CEF-04 Buoy	01°20·497’ 104°02·084’	Yellow pillar with ‘X’ topmark	Fl.Y.2s	TOA – Samsung C & T Joint Venture (TSJV)
CNB Beacon	01°18·482’ 104°01·770’	White triangle daymark point downward on white tower	DirF.WRG.12m7-6M G 260·0°- 267·5°(7·5°) W 267·5°- 272·5°(5°) R 272·5°- 280·0°(7·5°)	RSN
CNB-2 Buoy	01°18·098’ 104°00·806’	Yellow pillar with ‘X’ topmark	Q.Y	RSN
CNB-3 Buoy	01°18·140’ 104°02·410’	Yellow pillar with ‘X’ topmark	Q.Y	RSN
CNB-4 Buoy	01°18·720’ 104°02·400’	Yellow pillar with ‘X’ topmark	Q.Y	RSN
CNB-5 Buoy	01°19·487’ 104°02·375’	Yellow pillar with ‘X’ topmark	Q.Y	RSN
NEA-CHG Buoy	01°19·033’ 104°03·591’	Yellow pillar with ‘X’ topmark	Fl.Y.4s	NEA
NEA-WRM-CNB Buoy	01°19·015’ 104°03·082’	Yellow pillar with ‘X’ topmark	Oc(2)Y.6s	NEA
Tanah Merah Beacon	01°18·726’ 103°59·038’	Yellow round tower on rock bund, 4m	Fl.Y.5s6m7M	MPA
TMFT-1 Beacon	01°18·634’ 103°59·213’	Yellow pillar with ‘X’ topmark	Fl.Y.2,5s7m7M	SCCPL
TMFT-2 Beacon	01°18·658’ 103°59·291’	Yellow pillar with ‘X’ topmark	Fl.Y.2,5s7m7M	SCCPL
TMFT-3 Beacon	01°18·681’ 103°59·367’	Yellow pillar with ‘X’ topmark	Fl.Y.2,5s7m7M	SCCPL

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
PULAU TEKONG				
Calder Buoy	01°23·038’ 104°05·158’	Red Can	Fl.R.8s	TOA – Samsung C & T Joint Venture (TSJV)
Kees Beacon	01°20·090’ 104°05·009’	Double black cones topmark point downward, on yellow black tubular tower pivoted at base, Buoyant Beacon	Q(6)W+LFl.W.15s	TOA – Samsung C & T Joint Venture (TSJV)
Malang Tiga Buoy	01°23·041’ 104°01·414’	Green conical	Fl.G.2,5s	TOA – Samsung C & T Joint Venture (TSJV)
NEA - PTK Buoy	01°25·686’ 104°00·659’	Yellow pillar with ‘X’ topmark	Fl.Y.2s	NEA
Nelayan Buoy	01°21·851’ 104°02·817’	Green conical	Fl.G.4s	TOA – Samsung C & T Joint Venture (TSJV)
North Tekong Buoy	01°26·020’ 104°01·033’	Double black cones topmark pointing upward on black yellow pillar	Q.W	TOA – Samsung C & T Joint Venture (TSJV)
Red Calder Buoy	01°21·754’ 104°04·681’	Red can	Fl.R.4s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong Buoy	01°25·409’ 104°00·441’	Green conical	Fl(3)G.15s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 1 Buoy	01°22·589’ 104°01·947’	Green conical	Fl.G.4s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 3 Buoy	01°23·351’ 104°01·054’	Green conical	Fl.G.2s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 5 Buoy	01°24·216’ 104°00·760’	Green conical	Fl.G.4s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 6 Buoy	001°24·583’ 104°00·635’	Green conical	Fl(2)G.10s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 9 Buoy	01°21·067’ 104°03·744’	Green conical	Fl.G.4s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 10 Buoy	01°21·072’ 104°04·781	Red can	Fl.R.2s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 11 Buoy	01°22·257’ 104°04·879’	Red can	Fl.R.6s	TOA – Samsung C & T Joint Venture (TSJV)

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
PULAU TEKONG (Cont/)				
Tekong 18 Buoy	01°26·270' 104°01·347'	Yellow pillar	Fl.Y.4s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 19 Buoy	01°26·541' 104°02·352'	Double black cones topmark pointing upward on black yellow pillar	Q.W	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 20 Buoy	01°26·257' 104°03·480'	Yellow pillar	Fl.Y.2s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 21 Buoy	01°20·604' 104°04·302	Green conical	Fl.G.2s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 22 Buoy	01°23·658' 104°05·396	Red can	Fl.R.10s	TOA – Samsung C & T Joint Venture (TSJV)
Tekong 23 Buoy	01°24·374' 104°05·375'	Red can	Fl.R.2s	TOA – Samsung C & T Joint Venture (TSJV)
West Tekong Buoy	01°25·166' 104°00·431'	Double black cones point to point on yellow with black horizontal band pillar	Q(9)W.15s	TOA – Samsung C & T Joint Venture (TSJV)

Return to Content page

CHARACTERISTICS OF AIDS TO NAVIGATION

(The buoyage system in Singapore is in accordance with IALA MARITIME BUOYAGE SYSTEM REGION A)

Name Of Beacon / Buoy	Position Lat. N Long. E Deg Min	Structure, Colour & Shape	Light Characteristic	Owner
NAME OF LIGHTHOUSES				
Pulau Pisang Lighthouse	01°28·161’ 103°15·352’	White round tower, 18m	Fl.W.10s150m20M	MPA
Sultan Shoal Lighthouse	01°14·377’ 103°38·884’	White round tower on 2 storey dwelling 21m. Radar Reflector, Racon Code `K' (3 & 10cm) AIS	Fl(2)W.15s20m15M	MPA
Raffles Lighthouse	01°09·606’ 103°44·450’	White round tower, 29m, Radar Reflector, Racon Morse Code ‘O’ (3 & 10cm) AIS	Fl(3)W.20s32m20M	MPA
Bedok Lighthouse	01°18·544’ 103°55·965’	Concrete cubicle on the roof-top of 25-storey apartment block, 76m. Fascia painted red	Fl.W.5s76m20M Arc of Visibility W261°- 067°(166°)	MPA
Horsburgh Lighthouse	01°19·814’ 104°24·337’	White round tower, with black bands, 29m. Radar Reflector, Racon Morse Code ‘O’ (3 & 10cm) AIS	Fl.W.10s31m20M	MPA

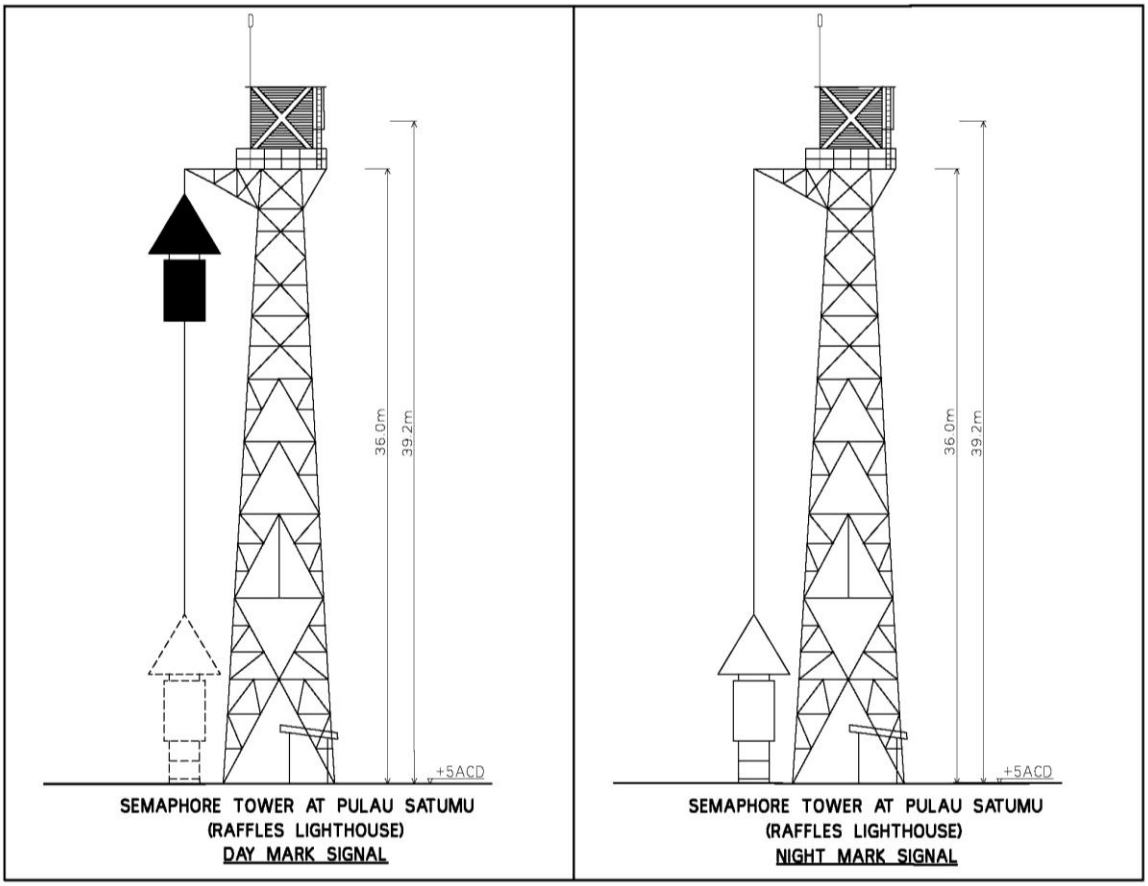
Return to Content page

ABBREVIATIONS FOR LIGHT CHARACTERS AND COLOURS ON LIGHT BUOYS AND BEACONS

CLASS OF LIGHT		
	F	Fixed (steady light)
	Oc	Single – occulting
	Oc(2)	Group – occulting
	Iso	Isophase
	Fl	Single – flashing
	Fl(3)	Group – flashing
	LFl	Long – flashing
	Q	Quick
	Q(3)	Group quick
	VQ	Very Quick
	Mo	Morse Code
	Al	Alternating
COLOUR		
	W	White (may be omitted)
	R	Red
	G	Green
	Y	Yellow
	Or	Orange
	Bu	Blue
	Vi	Violet
OTHER ABBREVIATIONS		
	M	Sea Miles
	s	Seconds
	m	Metres
	Bn	Beacon
	Racon	Radar Responder Beacon
	Lt.	Light
	Ldg. Lt	Leading Light
	Dir	Directional
	GRP	Glass Reinforced Plastic
	AIS	Automatic Identification System
	SBM	Single Buoy Mooring

Return to Content page

SEMAPHORE TOWER AT PULAU SATUMU - RAFFLES LIGHTHOUSE



1) By day the tower shall display an upright black cone over a black drum and by night an Isophase White 'X' every 10 sec to warn passing vessels of a VLCC crossing the Main Strait (from either West Raffles passage or Philip Channel into Singapore Port Limit) bound for Shell Single Buoy Mooring (SBM) in position Lat. 01°11·468'N Long. 103°47·429'E.

2) Vessels in the vicinity of Raffles Lighthouse either from the east or west are requested to keep a sharp look-out for the above signals.

3) When the said signals are displayed, such vessels are advised to reduce speed consistent with safe navigation and to stop if necessary. It is also recommended that they should not under any circumstances cross ahead of the VLCC or in any way impede its safe passage.

Reference Charts : Singaporean Charts : GSP1, SP1, 202, 500 & 501

Dual Badged Charts : 4036, 4039 & 4040

Return to Content page

WHARVES AND BERTHS

I **All Depths** are referred to Chart Datum unless otherwise stated.
II For detailed charted information refer to large scale Dual Badged (DB) nautical charts published jointly by MPA and UKHO.
III For further information on the wharves, berths and guidelines, refer to individual terminals. Pilotage Guidelines.

1 CAFHI JETTY - TANJONG CHANGI (1°23·4'N, 103°59·9'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OCAF1	170m	140m	7·9m (2020)	6·5m
OCAF2	170m	140m	9·3m (2019)	9·0m
Firemen Jetty	20m		3·2m (1987)	-

DB Chart: 4043, 4044

2 CHANGI - JOHOR/SINGAPORE FERRY TERMINAL (1°22·4'N, 104°00·4'E)

Berth	Length of Berth Box	Maintained Depth
Ferry Terminal (Vehicular Roll on/Roll off) (Steel Ramp)	53m	3·5m

DB Chart: 4043, 4044

3 CHEVRON ORONITE PTE LTD - JURONG ISLAND (1°15·1'N, 103°42·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSAK4	212m	195m	14·1m (2014)	12·8m

DB Chart: 4031, 4032

4 CHEVRON SINGAPORE PTE LTD - TANJONG PENJURU (1°17·7'N, 103°44·3'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OCHV1	402m	300m	12·9m (2021)	14.2m
OCHV2	309m	280m	14·0m (2024)	13·7m
OCHV3	50m	42m	2·8m (2021)	2·9m
OCHV4	168m	140m	11·8m (2021)	14·0m
OCHV5	226m	206m	10·7m (2024)	10·4m
OCHV6	126m	115m	11·5m (2024)	10·4m
OCHV7	91m	76m	6·7m (2021)	8·4m

DB Chart: 4034

Bunkering facilities and water supply are available.
* For vessel with LOA more than 300m but less than 335m, it may berth at Berth 1
However, this will reduce the maximum LOA for Berth 2 from 300m to 183m during the stay of vessel at Berth 1.

Return to Content page

WHARVES AND BERTHS

5 CITY GAS PTE LTD - SENOKO GASWORK STATION (1°28·3'N, 103°48·4'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSSGJ	128m	105m	6·8m (2021)	7·5m

DB Chart: 4044

6 EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND & TANJONG SAKUNYIT (1°17·9'N, 103°41·3'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OM1	346m	280m	12·3m (2013)	12·1m
OM2	230m	250m	12·3m (2013)	12·1m
OM3	230m	135m	10·8m (2013)	12·1m
OM4	145m	125m	8·7m (2014)	6·3m
OM5	300m	250m	14·7m (2013)	12·1m
OM6	130m	140m	8·9m (2013)	7·0m (approx. 100m south of berth)
OM7	286m	250m	14·8m (2013)	12·1m
OM8	132m	148m	13·0m (2013)	12·1m
OM9	132m	148m	11·5m (2013)	12·0m
OEJT	107m	60m	3·7m (2014)	5·5m

DB Chart: 4033

Bunkering and fresh water facilities are not available.

7 EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND (1°16·8'N, 103°41·5'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OE1	110m	140m	10·0m (2013)	12·1m
OE2	198m	200m	12·7m (2013)	12·1m
OE3	244m	228m	12·2m (2013)	12·1m
OE4	305m	305m	15·5m (2013)	12·1m
OE5	305m	305m	15·0m (2015)	12·1m
OE6	210m	228m	13·4m (2013)	12·1m
OESHP	252m	180m	11·5m (2019)	12·1m
OECWJ	60m	55m	9·3m (2020)	12·1m
Barge Wharf (Uploading)	252m	-	5.8m (2010)	-

DB Chart: 4033

Bunkering and fresh water facilities are not available.

EXXONMOBIL ASIA PACIFIC PTE LTD - JURONG ISLAND (1°13·8'N, 103°40·9'E)

OVL2	445m	353m	24·5m (2013)	22·5m

DB Charts: 4031, 4032

Return to Content page

WHARVES AND BERTHS

8 EXXONMOBIL ASIA PACIFIC PTE LTD - BANYAN BASIN (1°16·0'N, 103°41·2'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
OBR1	101m	3·0m (2008)	5·0m

DB Chart: 4031, 4032

9 EXXON CHEMICAL SINGAPORE PTE LTD - BANYAN BASIN - JURONG ISLAND (1°15·9'N, 103°41·2'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OBE1	155m	155m	11·6m (2007)	16·5m

DB Chart: 4032

10 FUEL OIL UNLOADING JETTY - TUAS POWER STATION (1°16·7'N, 103°38·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OTPSJ	300m	280m	13·0m (2010)	11·2m
OTPFS	165m	150m	10·3m (2010)	From west of jetty 10·7m From east of jetty 9·7m
OTPJF	209m	190m	13·7m (2022)	11·2m

DB Charts: 4030, 4033

11 ADVARIO HELIOS SINGAPORE PTE LTD - TEMASEK BASIN - JURONG ISLAND (1°13·6'N, 103°40·4'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OHT 1	372m	220m	18·4m (2024)	16·0m
OHT 2		280m		16·0m
OHT 3	35·8m	145m	14·0m (2024)	16·0m
OHT 4	410·8m	220m	18·5m (2024)	16·0m
OHT 5		280m		16·0m
OHT 6		145m		16·0m

DB Chart: 4030, 4031, 4032, 4034, 4040

12 HORIZON SINGAPORE TERMINALS PTE LTD - BANYAN BASIN - JURONG ISLAND (1°14·7'N, 103°41·4'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OBH 1	367m	336m	17·0m (2023)	15·4m
OBH 2	275m	260m	15·7m (2023)	14·6m
OBH 3	267m	200m	15·0m (2023)	14·6m
OBH 4	267m	200m	15·3m (2023)	14·6m

DB Chart: 4031, 4032

Return to Content page

WHARVES AND BERTHS

13 JURONG PORT PTE LTD - JURONG TERMINAL - PULAU DAMAR LAUT (1°18·3'N, 103°43·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
J1	172m	-	2·5m (2013)	3·7m
J1A	125m	-	5·0m (2008)	4·6m
J1B	220m	-	5·0m (2008)	4·6m
J1C	130m	-	5·0m (2008)	4·8m
J2	212m	120m	6·4m (2000)	6·8m
J2A	150m	120m	6·3m (2013)	6·8m
J3	212m	120m	7·9m (2000)	7·3m
J3A	160m	-	8·5m (2008)	7·7m
J4	184m	-	12·2m (2023)	14·0m
J4A	120m	-	12·9m (2023)	14·0m
J5	183m	-	11.8m (2023)	14·0m
J6	183m	-	11.8m (2023)	14·0m
J7	183m	-	11.9m (2023)	14·0m
J8	187m	-	11.5m (2023)	14·0m
J9	205m	-	13.6m (2022)	14·0m
J10	196m	-	13.4m (2023)	14·0m
J11	197m	-	11.9m (2023)	14·0m
J12A	160m	-	10·8m (2016)	12·0m
J12B	190m	-	10·9m (2017)	12·0m
J13	150m	130m	10·5m (2017)	11·2m
J14	254m	-	15·8m (2002)	16·0m
J15	192m	-	16·0m (2002)	16·0m
J16	192m	-	16·5m (2002)	16·0m
J17	192m	-	15·5m (2020)	16·0m
J22	189m	-	12·3m (2016)	14·0m
J23	215m	-	12·4m (2016)	14·0m
J24	202m	-	13·6m (2002)	14·0m
J25	312m	-	12·4m (2016)	14·0m

DB Chart: 4034

14 JURONG PORT PTE LTD - MARINA SOUTH WHARF (1°16·2'N, 103°51·4'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)
Wharf	100m	3·4m (2016)

DB Chart: 4037

Return to Content page

WHARVES AND BERTHS

15 JURONG PORT UNIVERSAL TERMINAL PTE. LTD.- JURONG ISLAND - BANYAN BASIN (1°14·3'N, 103°41·3'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OMU 1	380m	346m	23·7m (2023)	From East 15·0m From West 22·5m
OMU 2	380m	346m	23·7m (2023)	From East 15·0m From West 22·5m
OMU 3	230m	204m	22·9m (2023)	From East 15·0m From West 22·5m
OMU 5	160m	145m	23·6m (2023)	10.7m
OMU 6	128m	116m	17·4m (2023)	10.7m
OMU 7	122m	111m	19·3m (2023)	10.7m
OMU 8	169m	145m	10·5m (2023)	10.7m
OMU 9	141m	145m	10·4m (2023)	10.7m
OMU 10	156m	145m	10·2m (2023)	10.7m
OMU 11	430m	186m	17·5m (2023)	From East 15·0m; From West 16·5m
OMU 12		280m	17·5m (2023)	From East 15·0m; From West 16·5m
OMU 13		186m	17·5m (2023)	From East 15·0m; From West 16·5m
OMU 15	105m	145m	10·2m (2023)	10·7m
OMU 16	105m	145m	10·8m (2023)	10·7m
OMU 17	116m	102m	10·6m (2023)	10·7m

DB Chart: 4031,4032

16 JURONG PORT TANK TERMINALS PTE LTD - JURONG PORT TANK TERMINALS - PULAU DAMAR LAUT (1°17.9N, 103°42·9'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OJPT1	274m	240	15·6m (2024)	15·7m
OJPT2	153m	132	19·0m (2024)	15·7m
OJPT3	302m	274	17·8m (2024)	15·7m
OJPT4	183m	164	19·1m (2024)	15·7m

DB Chart: 4034

17 JURONG ROCK CAVERNS - JURONG ISLAND (1°15·3'N, 103°41·2'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
ORC 1A	327m	140m	15·9m (2013)	14·6m
ORC 1B		297m	15·9m (2013)	14·6m
ORC 1C		140m	15·9m (2013)	14·6m

DB Chart: 4032

18 MARINA BAY CRUISE CENTRE SINGAPORE - MARINA SOUTH WHARF (1°15·9'N, 103°51·6'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
CM01	373m	335m	11·2m (2023)	11·5m
CM02	396m	360m	11·0m (2023)	11·3m

DB Chart: 4037

Return to Content page

WHARVES AND BERTHS

19 ADVARIO SINGAPORE LTD / ADVARIO SINGAPORE CHEMICAL PTE LTD - JURONG ISLAND (1°16·8'N, 103°44·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OTK1	140m	116m	14·1m (2024)	8·1m
OTK2	384m	320m	13·7m (2024)	14·4m
OTK3	124m	116m	14·0m (2024)	8·1m
OTK4	312m	260m	13·7m (2024)	12·9m
OTK5	140m	116m	13·1m (2024)	10·4m
OTK6	180m	161m	12·2m (2024)	10·4m
OTK9	350m	335m	15.9m (2024)	15·0m
OTK10	220m	200m	11·9m (2024)	12·9m
OTK11	270m	236m	14·7m (2024)	12·5m
OTK12	266m	220m	13·8m (2024)	12·5m
OTK18	297m	280m	15·7m (2024)	13·9m
OTK19	258m	235m	15·0m (2024)	12·9m
OTK20	165m	150m	15·1m (2024)	12·9m
OTK21	115·5m	105m	13·9m (2024)	12·9m
OTK22	275m	250m	14·0m (2024)	13·2m

DB Chart: 4030, 4031, 4032, 4033, 4034, 4040

GENERAL INFORMATION

1. No berthing of vessel above the max displacement.
2. For vessel berthing or unberthing to/from Berth 20, two beacons (OTS4 and OTS5) are installed to mark the channel limit on the port side of the channel.
3. For vessel berthing or unberthing to/from Berth 21, two beacons (OTS-N1 and OTS-N2) are installed on the port side of the channel to mark the navigable area for vessel and tugs assist making their approach to Berth 21.
4. Pilot Walkie Talkie: P03
   Operation Room: 6883 6503/4
5. No berthing or unberthing movements allowed from Berth 1 and Berth 3 when there is a vessel double banked to Berth 10.
6. No berthing or unberthing movements allowed from Berth 5 when Berth 6 is occupied.
7. No berthing or unberthing movements allowed from Berth 6 when Berth 5 is occupied.

PILOTAGE GUIDELINES

1. DAY – BERTHING \ UNBERTHING (DAY)
No restriction for all berths except Berth 21.

2. NIGHT – BERTHING \ UNBERTHING (NIGHT)
LOA ≤ 280m No restriction
LOA > 280m No un/berthing
For **Berth 21**, refer to paragraph 4 below.

3. **VLCC**
Only daylight movement.

4. Berth 21
Two tugs are recommended for vessels of LOA 70m or more.
BERTHING and UNBERTHING (DAY and NIGHT)
With the installation of OTS-N1 and OTS-N2, there is no restriction to berthing or unberthing at Berth 21 when the vessel beam is 15m or less.
Vessel with beam > 15m, Berth 20 must be vacant when berthing or unberthing to or from Berth 21.

5. **Berth 10 (Double Banking)**
BERTHING and UNBERTHING (DAY and NIGHT)
No restrictions

Return to Content page

WHARVES AND BERTHS

20 KIM HOCK ENTERPRISE JETTY - SERANGOON HARBOUR (1°23·2'N, 103°58·3'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
KHEJ	150m	120m	6·6m (2014)	6·3m

DB Chart: 4034

21 OIL STATES JETTY - TANJONG PENJURU (1°18·1'N, 103°43·8'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
RJ20	47m	2·7m (2014)	-

DB Chart: 4034, 4035

22 PETROCHEMICAL CORPORATION OF SINGAPORE - JURONG ISLAND - SAKRA BASIN (1°15·9'N, 103°43·0'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OPCS1	41m	41m	1·5m (2022)	2·5m
OPCS3	130m	130m	10·0m (2022)	10·0m
OPCS4	140m	140m	11·6m (2022)	12·0m
OPCS5	140m	140m	11·7m (2022)	11·9m
OPCS6	285m	259m	14·2m (2022)	14·2m
OPCBA	117m	100m	3·1m (2022)	3·0m

DB Chart: 4032

GENERAL INFORMATION

1. No berthing if wind speed > 20 knots.
2. No movement above maximum displacement.
3. Tug requirements (for berthing/unberthing):
   Day/Night - 1 tug for LPG Carriers and Chemical Carriers of LOA ≤ 100m.
   - 2 tugs for LPG Carriers and Chemical Carriers of LOA >100m and other types of vessels LOA > 122m.
4. The maximum LOA for vessels berthing at jetty 5 is 140m. This is due to piles supporting the dolphins are inclined and protruding towards the line of jetties.
5. Pilot Walkie Channel: P03

PILOTAGE GUIDELINES

1. BERTHING \ UNBERTHING (DAY)
No tidal restriction

2. BERTHING \ UNBERTHING (NIGHT)
a. Berths 1 and Barge Wharf
No night movement allowed
b. Berth 3 to Berth 5
i) LOA ≤ 122m No restriction to berthing/unberthing.
ii) LOA > 122m No berthing/unberthing allowed.

Return to Content page

WHARVES AND BERTHS

23 PSA SINGAPORE TERMINALS - BRANI TERMINAL (1°15·7'N, 103°50·2'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth	Height of Wharf Deck above Chart Datum
B1	205m	12·0m (2013)	12·0m	5·0m
B2	258m	12·0m (2013)	12·0m	5·0m
B3	258m	12·0m (2013)	12·2m	5·0m
B4	314m	15·0m (2013)	15·0m	5·0m
B5	320m	15·0m (2013)	15·0m	5·0m
B6	320m	15·0m (2013)	15·5m	5·0m
B7	320m	13·7m (2024)	15·5m	5·0m
B8	330m	15·0m (2013)	15·5m	5·0m
B9 *	249m	12·2m (2013)	12·0m	5·0m

DB Chart: 4034

Note: B9* - *Tidal berth, program berthing to stem tide*

24 PSA JURONG ISLAND TERMINAL - JURONG ISLAND (1°16·7'N, 103°40·1'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
G1	125m	10·7m (2011)	12·1m
G2	125m	10·6m (2011)	12·1m

DB Chart: 4030, 4033

25 PSA SINGAPORE TERMINALS - KEPPEL TERMINAL (1°16·0'N, 103°50·0'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth	Height of Wharf Deck above Chart Datum
K9	222m	11·0m (2013)	11·1m	4·70m
K10	222m	11·0m (2013)	13·0m	4·70m
K11	136m	14·2m (2013)	15·0m	4·71m
(1°16·1'N, 103°50·3'E)				
K12	360m	15·5m (2013)	15·5m	4·71m
K13	360m	15·5m (2013)	15·5m	4·71m
K14	250m	15·5m (2013)	15·5m	4·71m
K15	200m	11·0m (2013)	12·5m	4·43m
K16	250m	12·1m (2013)	13·2m	4·43m
K17	100m	11·0m (2013)	13·2m	4·43m
K18	250m	12·0m (2013)	12·0m	4·43m
(1°15·9'N, 103°49·6'E)				
K19	200m	11·0m (2013)	12·0m	4·43m
K20	200m	10·0m (2013)	10·1m	4·43m
K21	200m	10·0m (2013)	10·1m	4·43m
K22	200m	10·1m (2013)	10·1m	4·43m
K23	150m	10·0m (2013)	10·1m	4·43m

DB Chart: 4037

Return to Content page

WHARVES AND BERTHS

26 PSA SINGAPORE TERMINALS - PASIR PANJANG TERMINAL (1°17·2'N, 103°46·1'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth	Height of Wharf Deck above Chart Datum
P01	364m	15·0m (2020)	15·0m	5·0m
P02	364m	15·0m (2020)	15·0m	5·0m
P03	364m	15·0m (2020)	15·0m	5·0m
P04	346m	15·0m (2020)	15·0m	5·0m
P05	322m	15·0m (2020)	15·0m	5·0m
P06	264m	15·0m (2020)	15·0m	5·0m
P07	310m	15·0m (2020)	15·0m	-
P08	326m	15·0m (2020)	15·0m	-
P09	326m	15·0m (2020)	15·0m	-
P10	326m	15·0m (2020)	15·0m	-
P11	328m	15·0m (2020)	15·0m	-
+P12	446m (outer edge) 394m (along wharf line)	14·7m (2011)	15·0m	-
+P13	308m	14·8m (2011)	15·0m	-
+P14	310m	14·8m (2011)	15·0m	-
P15	307m	16·0m (2019)	16·0m	-
P16	350m	16·5m (2020)	16·0m	-
P17	350m	16·5m (2020)	16·3m	-
P18	350m	16·5m (2020)	16·3m	-
P19	350m	16·5m (2020)	16·3m	-
P20	350m	16·5m (2020)	16·3m	-
P21	350m	16·5m (2020)	16·3m	-
P22	275m	16·5m (2020)	16·3m	-
P23	360m	15·9m (2024)	16·3m	-
P24	360m	16·0m (2020)	16·0m	-
P25	160m	16·0m (2020)	16·0m	-
	200m	16·0m (2020)	15·9m	-
P26	220m	15·4m (2020)	15·2m	-
P27	87.5m	15·1m (2015)	15·2m	-
	272.5m	18·0m (2015)	18·0m	-
P28	420m	18·0m (2015)	18·0m	-
P29	420m	18·0m (2015)	18·0m	-
P30	359m	18·0m (2015)	18·0m	-
P31	360m	18·0m (2014)	18·0m	-
P32	360m	18·0m (2014)	18·0m	-
P33	360m	18·0m (2014)	18·0m	-
P34	312.5m	18·0m (2017)	18·0m	-
P35	453m	*18·0m	18·6m	-
P36	453m	*18·0m	18·6m	-
P37	312·5m	*18·0m	18·0m	-
P38	360m	*18·0m	18·0m	-
P39	360m	18·0m (2015)	18·0m	-
P40	360m	18·0m (2015)	18·0m	-
P41	360m	18·0m (2015)	18·0m	-

DB Chart: 4034

* Maintained depths at Pasir Panjang Terminal berths are generally maintained but silting is liable to occur.

+P12 to +P14 are berths used for car carriers.

Return to Content page

WHARVES AND BERTHS

27 PSA SINGAPORE TERMINALS - SEMBAWANG WHARVES (1°27·7'N, 103°50·1'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
S1	228m	11·5m (2021)	11·4m
S2	152m	10·8m (2021)	10·7m
S3	153m	9·5m (2021)	9·3m
S4	116m	9·4m (2021)	9·3m
S5	167m	9·2m (2021)	9·3m
S6	136m	10·7m (2021)	10·7m
S7	230m	12·0m (2021)	11·7m

DB Chart: 4044

28 PSA SINGAPORE TERMINALS - TANJONG PAGAR TERMINAL (1°16·0'N, 103°51·0'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth	Height of Wharf Deck above Chart Datum
T1	325m	13·6m (2013)	14·0m	4·67m
T2	310m	13·6m (2013)	14·5m	4·67m
T3	310m	13·6m (2013)	13·8m	4·67m
T4	238m	11·0m (2013)	11·0m	4·69m
T5	364m	14·8m (2013)	15·0m	4·69m
T6	350m	11·9m (2024)	14·2m	4·69m
T7	200m	10·6m (2024)	12·6m	4·69m
T8	209m	10·1m (2013)	11·5m	4·70m

DB Chart: 4037

29 PULAU TEKUKOR (1°13·8'N, 103°50·4'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
Jetty (Main Face)	25m	30m	4·3m (1981)	-

DB Chart: 4037

30 SCP TEMBUSU TERMINAL - JURONG ISLAND - TEMASEK FAIRWAY (1°15·6'N, 103°39·5'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OT1	320m	290m	17·0m (2018)	15·0m
OT2	242m	220m	17·0m (2017)	15·0m
OT3	190m	164m	17·0m (2017)	15·0m

DB Chart: 4038

31 SEMBCORP INDUSTRIES LTD - JURONG ISLAND (1°15·2'N, 103°42·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSAK3	268m	223m	13·2m (2005)	12·8m

DB Chart: 4032

Return to Content page

WHARVES AND BERTHS

32 SENOKO ENERGY PTE LTD - PASIR PANJANG GAS TURBINE STATION (1°16·1'N, 103°47·7'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
Gas Turbine Stn. Jetty	180m	7·5m (2007)	6·3

DB Chart: 4034, 4035

33 SENOKO ENERGY PTE LTD - SENOKO POWER STATION (1°28·0'N, 103°47·7'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSENO	302m	277m	12·0m (2015)	10m

DB Chart: 4044

34 ASTER JURONG ISLAND CHEMICALS COMPLEX - JURONG ISLAND (1°16·2'N, 103°44·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSCJ1	171m	155m	14·2m (2024)	15m
OSCJ2	220m	190m	15·0m (2024)	15m

DB Chart: 4034

35 ASTER BUKOM CHEMICALS AND ENERGY COMPLEX - PULAU BUKOM (1°14·0'N, 103°46·1'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OS1	135m	110m	10·9m (2019)	13·6m
OS2	150m	170m	8·8m (2019)	15·1m
OS3	170m	170m	11·1m (2019)	15·1m
OS4	170m	190m	11·9m (2019)	15·1m
OS5	170m	190m	12·9m (2019)	15·1m
OS6	245m	275m	16·5m (2019)	15·1m
OS7	200m	245m	13·6m (2019)	15·1m
OS8	275m	275m	16·4m (2019)	15·1m
OS9	158m	190m	13·1m (2019)	15·1m
OS10	245m	265m	15·5m (2019)	15·1m
OS10A (Small craft, Ferries & Tugs only)	34m	-	2·9m (2019)	15·1m
OS10B	60m	60m	5·9m (2019)	-
OS10C	90m	90m	6·1m (2019)	-
OS11	100m	120m	5·5m (2020)	7·6m
OS12	132m	120m	13·0m (2019)	15·1m
OS13 (Pulau Ular)	168·5m	155m	10·5m (2019)	10·5m
OSECC	180m	-	8·3m (2019)	13·1m

DB Chart: 4035

Return to Content page

WHARVES AND BERTHS

36 SHELL EASTERN PETROLEUM PTE LTD - SHELL PANDAN TANKER JETTY (1°17·4'N, 103°44·7'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
OSPJ	205m	10·0m (2022)	10·3m

DB Chart: 4034

37 ASTER BUKOM CHEMICALS AND ENERGY COMPLEX - PULAU ULAR (1°13·6'N, 103°45·4'E)

Single Buoy Mooring	Radius of Swinging Circle	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSSBM	457m	345m	24·5m (2019)	22·8m

DB Chart: 4035

38 SINGAPORT CLEANSEAS PTE LTD - PULAU SEBAROK (1°12·5'N, 103°47·5'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSEP1	200m	150m	13.8m (2021)	10.5m

DB Chart: 4035, 4036

Flat barge ramp: 5·2m wide
Slop and sludge reception facilities are available on 24-hours basis.
Other operations include: 1) Used oil recycling
2) Soil remediation
3) On-site and off-site oil waste remediation services

39 SINGAPORE FOOD AGENCY - JURONG FISHERY PORT (1°18·5'N, 103°43·4'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
Fishery Wharves	211m	1·8m (2003)	3·1m

DB Chart: 4034

40 SINGAPORE FOOD AGENCY - SENOKO FISHERY PORT (1°27·8'N, 103°47·5'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
WSFP	180m	7·1m (2006)	10·3m

DB Chart: 4044

41 SINGAPORE LUBE PARK JETTY - TUAS (1°16·5'N, 103°36·6'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSLP 1	220m	200m	14·9m (2015)	13·5m
OSLP 2	216·7m	197m	16·5m (2015)	13·7m
OSLP 3	78m	70m	15·9m (2015)	13·4m
OSLP 4	78m	70m	15.9m(2015)	13·4m

DB Chart: 4038

Return to Content page

WHARVES AND BERTHS

42 SINGAPORE PETROLEUM CO LTD - PULAU SEBAROK (1°12·6'N, 103°47·9'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSE1A	357m	274·5m	16·4m (2022)	16·6m
OSE1B	132m	132m	8·8m (2022)	16·6m
OSE1C	108m	108m	17·3m (2022)	16·6m

DB Charts: 4035, 4036

43 SINGAPORE CRUISE CENTRE PTE LTD - SINGAPORE CRUISE CENTRE

43.1 International Passenger Terminal (IPT) - 1°15·7'N, 103°49·1'E

Berth (L-pier)	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
CC01	310m	270m	11·8m (2023)	9·8m
CC02	265m	255m	10·0m (2023)	9·7m
VC01	160m	145m	8·6m (2023)	9·1m

DB Chart: 4035

43.2 Regional Ferry Terminal (RFT) - 1°15·8'N, 103°49·2'E

Berth (Pontoon)	Length btw Dolphins	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
RFT1	30m	40m	8·5m (2002)	5·0m
RFT2	30m	45m	8·5m (2002)	5·0m
RFT3	30m	45m	9·0m (2002)	5·0m
RFT4	30m	45m	9·0m (2002)	5·0m
RFT5	30m	45m	9·0m (2002)	9·0m
RFT6	30m	60m	10·0m (2002)	10·5m

DB Chart: 4035

43.3 Regional Ferry Terminal (RFT) - 1°15·8'N, 103°49·2'E

Berth (Pontoon)	Length btw Dolphins	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
PPFT1	30m	40m	4·0m (2002)	3·5m
PPFT2	30m	40m	4·0m (2002)	3·5m
PPFT3	30m	40m	4·0m (2002)	3·5m
PPFT4	30m	40m	4·0m (2002)	3·5m

DB Chart: 4035

43.4 Tanah Merah Ferry Terminal (TMFT) - 1°18·8'N, 103°59·3'E

Berth (Pontoon)	Length btw Dolphins	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
TMFT1	40m	60m	6·8m (1998)	5·0m
TMFT2	40m	60m	7·0m (1998)	5·0m
TMFT3	20m	18m	7·0m (1998)	5·0m
TMFT4	33m	40m	5·0m (1998)	4·0m
TMFT5	33m	40m	4·0m (1998)	3·0m

DB Chart: 4041, 4043

Return to Content page

WHARVES AND BERTHS

44 SINGAPORE REFINING CO PTE LTD - JURONG ISLAND (1°17·6'N, 103°43·0'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSRC1P	348m	290m	15·5m (2008)	13·8m
OSRC2P	348m	290m	15·3m (2009)	13·8m
OSRC3T	192m	160m	10·9m (2016)	12·1m
OSRC5P	138m	130m	10·6m (2007)	8·3m
OSRC6T	140m	126m	11·0m (2013)	12·1m
OSRC7T	274m	190m	12·4m (2006)	12·1m

DB Chart: 4034

45 SLNG TERMINAL - JURONG ISLAND (1°14·0'N, 103°40·2'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSLN 1	420m	345m	17·8m (2016)	16·0m
OSLN 2	230m	208m	13·0m (2016)	16·0m
OSLN 3	400m	345m	13·5m (2018)	15·5m

DB Chart: 4030, 4031

46 SPECS CONSULTANTS PTE LTD - JURONG ISLAND – VLCC JETTY (1°13·6'N, 103°40·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OVL1	445m	353m	24·2m (2014)	22·5m

DB Chart: 4031, 4032

47 STOLTHAVEN TERMINAL JETTY - JURONG ISLAND (1°16·6'N, 103°39·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OST1	203·5m	185m	12·9m (2015)	12·0m
OST2	203·5m	185m	12·1m (2015)	12·0m
OST3	93·7m	141m	12·6m (2015)	12·0m

DB Chart: 4030, 4033

48 SULPHUR HANDLING PIER - JURONG ISLAND (1°17·3'N, 103°41·0'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
JPSP	176m	-	10·7m (2021)	-

DB Chart: 4033, 4040

49 TEMBUSU MULTI-UTILITIES COMPLEX TERMINAL - JURONG ISLAND (1°16·6'N, 103°40·0'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
TMUC	185m	130m	6·2m (2011)	12·1m

DB Chart: 4030, 4033

Return to Content page

WHARVES AND BERTHS

50 TANKSTORE PTE LTD - PULAU BUSING (1°14·3'N, 103°44·6'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OTS1	388m	360m	16·6m (2020)	17·8m from West (Selat Sinki) 16·6m from East (Jong Fairway)
OTS2	336m	312m	16·8m (2020)	17·8m from West (Selat Sinki) 16·6m from East (Jong Fairway)
OTS3	122m	102m	13·6m (2020)	7·0m (130m South of berth)
OTS4	138m	126m	12·2m (2020)	7·0m (230m South of berth)
OTS5	281·1m	280m	14·7m (2020)	15·3m from West (Selat Sinki) 15.5m from East (Jong Fairway)
OTS5E&W	-	140m	14·7m (2020)	15·3m from West (Selat Sinki) 15.5m from East (Jong Fairway)
OTS6W	132m	120m	7·3m (2020)	8·0m
OTS6E	132m	120m	11·0m (2020)	8·0m
OTS7	280m	280m	15·3m (2020)	15·5m from West and East
OTS8	308m	280m	17·1m (2020)	15·3m from East 16·1m from West
OTS9	168m	200m	17·5m (2020)	15·3m from East 16·1m from West
OTS10	213m	185m	16·2m (2020)	14·8m
Main	280m	-	-	-
East	110m	-	-	-
West	110m	-	-	-

DB Chart: 4032

51 TUAS BAY (TUAS OFFSHORE MARINE CENTRE) (1°17·6'N, 103°38·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
TOMC 1	206m	-	4·7m (2021)	5·1m
TOMC 2		-	4·7m (2021)	5·1m
TOMC 3	134m	90m	4·8m (2021)	5·1m

DB Chart: 4033

GENERAL INFORMATION

1. Pilot walkie-talkie channel: P05
2. Operations Room: +65 6413 9612
3. TOMC 3 is located at the northern-most end of the wharf.
4. No jack-up oilrig or jack-up barge is allowed to berth at TOMC 1.

(Effective: 13 Jul 2020 until further notice)

5. A submarine cable tunnel exists in close proximity of TOMC 1. No vessel is to drop of lower and trawling apparatus or lower its legs along wharf marks from 0m to 100m.
6. Vessel's operator, master or person-in-charge, and pilot must immediately contact Port Operations Control Centre if their vessel causes, or is suspected to have caused, any damage to a submarine cable or pipeline or tunnel. Offenders whose vessels damage submarine cables, pipelines and tunnels may be prosecuted.

Return to Content page

WHARVES AND BERTHS

52 TUAS F2 TERMINAL (1°15·2'N, 103°37·5'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)
T203	400m	23·0m (2021)
T204	400m	23·0m (2021)
T205	400m	23·0m (2021)
T206	400m	23·0m (2021)
T207	400m	23·0m (2021)
T208	400m	23·0m (2021)
T209	400m	23·0m (2021)
T210	206m	23·0m (2021)
T211	400m	23·0m (2020)
T212	400m	23·0m (2020)
T213	400m	23·0m (2020)
T214	400m	23·0m (2020)
T215	302.5m	23·0m (2020)

DB Chart: 4032

53 TOLL OFFSHORE PETROLEUM SERVICES PTE LTD - LOYANG JETTY (1°23·1'N, 103°58·1'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
SLOY1	60m	6·7m (2023)	7·1m
SLOY2	70m	7·3m (2023)	7·2m
SLOY2A	45m	8·4m (2014)	7·2m
SLOY3	50m	6·3m (2023)	7·0m
SLOY3A	45m	7·4m (2023)	7·0m
SLOY4	50m	5·2m (2023)	7·0m
SLOY5	50m	5·6m (2023)	7·0m
SLOY6	45m	5·6m (2023)	7·0m
SLOY7	50m	4·6m (2023)	-
SLOY8	50m	4·0m (2023)	-
SLOY9	120m	5·3m (2023)	7·0m
SLOYA	85m	5·1m (2023)	7·0m
SLOYB	72m	5·4m (2023)	7·0m
SLOYC	72m	4·6m (2023)	7·0m

DB Chart: 4044

54 VOPAK TERMINALS SINGAPORE PTE LTD - JURONG ISLAND – BANYAN BASIN (1°15·9'N, 103°41·0'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OBV 1	291m	260m	16·5m (2006)	14·6m
OBV 2	291m	260m	16·8m (2008)	14·6m
OBV 3	181·5m	170m	11·5m (2008)	14·6m
OBV 4	146m	185m	15·8m (2008)	14·6m
OBV 5	260m	235m	15·2m (2008)	14·6m
OBV 6	260m	235m	16·2m (2021)	14·6m
OBV 7	260m	235m	15·3m (2021)	14·6m

DB Chart: 4044

Return to Content page

WHARVES AND BERTHS

55 VOPAK TERMINALS SINGAPORE PTE LTD - JURONG ISLAND (1°15·5'N, 103°42·6'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSK1	253m	211m	12·3m (2000)	12·2m
OSK1A	151m	126m	11·0m (2014)	7·8m
OSK2	262m	218m	13·0m (2007)	13·0m

DB Chart: 4032

56 VOPAK TERMINALS SINGAPORE PTE LTD - PULAU SEBAROK (1°12·3'N, 103°47·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSV 2	210m	185m	11·3m (2019)	16·6m
OSV 3	384m	370m	16·9m (2006)	16·6m
OSV 4	264m	250m	12·9m (2006)	16·6m
OSV 5	309·4m	280m	17·7m (2006)	17·0m
OSV 6	110m	116m	11.2m (2006)	7.6m
OSV 7	110m	110m	12·1m (2006)	7.6m
OSV 8	310m	280m	17·0m (2006)	17·0m
OSV 9	110m	145m	17·0m (2006)	11·1m
OSV 10	160m	145m	11·7m (2006)	10·0m

DB Chart: 4035, 4036

57 VOPAK TERMINALS SINGAPORE PTE LTD - TANJONG PENJURU (1°17·8'N, 103°43·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OVPJ1	205m	185m	13.7m (2010)	13·8m
OVPJ2	183m	183m	14·1m (2010)	13·8m
OVPJ3	116m	140m	12·0m (2010)	11·3m

DB Chart: 4034

58 YTL POWERSERAYA PTE LTD - JURONG ISLAND - PULAU SERAYA POWER STATION [PSPS] (1°17·1'N, 103°43·8'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
OSPS1	302m	275m	14·4m (2014)	12·4m
OSPS1A	114m	103m	14·4m (2014)	12·4m
OSPS1B	114m	103m	14·4m (2014)	12·4m
OSPS2	288m	260m	15·1m (2014)	12·1m
OSPS2A	114m	103m	15·1m (2014)	12·1m
OSPS2B	114m	103m	15·1m (2014)	12·1m
*OSPS3	220m	130m	10·6m (2014)	9·0m
OSPS4	113m	103m	9·1m (2014)	9·0m
Water Jetty	50m	-	1·6m (2007)	-

DB Chart: 4035, 4036

* Loading and unloading of liquids and solids

Return to Content page

DOCKS AND REPAIR BERTHS

1 ASIAN SEALAND ENGINEERING PTE LTD - BENOI BASIN (1°18·4'N, 103°41·0'E)

Location code BBN9

	Length	Width
Slipway	76·2m	17.7m

	Length	Maintained Depth Alongside
Wharf/Berth	58·2m	2m

DB Chart: 4033

2 ASL MARINE SHIPYARD (1°17·8'N, 103°45·2'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
Floating Dock — RP6FD	140m	-	4·9m

DB Chart: 4034

3 DDW – PAXOCEAN SHIPYARD PTE LTD - TUAS (1°18·8'N, 103°38·5'E)

Floating Docks	Length	Entrance Width	Maximum Depth Over Block
Dock 1- YPFD1	122·0m	22·0m	5·2m
Dock 2- YPFD2	195·0m	34·6m	7·0m
Dock 3- YPFD3	187·5m	36·5m	7·0m
Dock 1- YPFD1	122·0m	22·0m	5·2m

Wharves	Length of Berth Box	Depth Alongside	Approach Depth
YPFPE	140m	0·8m (1996)	5·0m
YPFPW	110m	5·2m (2007)	5·0m

DB Chart: 4033

4 JURONG SHIPYARD PTE LTD (REPAIR DIVISION) - PULAU SAMULUN (1°18·1'N, 103°42·0'E)

Dry Dock	Depth	Length	Width	Approach Depth
YJDK1	10m	270m	40m	6·5m
YJDK2	12m	350m	56m	6·1m

Mooring Quay	Length of Berth Box	Depth Alongside	Mooring Quay
East Quay – Northern (Pulau Samulun) - YJEQ	234m	2·6m (2000)	2·7m
South Quay – Western (Pulau Samulun) - YJSQ	434m	5·3m (1999)	-
West Quay – YJWQ	403m	4·3m (2000)	-

DB Chart: 4033

Return to Content page

DOCKS AND REPAIR BERTHS

5 JURONG SHIPYARD PTE LTD (NEW SHIP DIVISION) - TANJONG KLING (1°18·2'N, 103°42·2'E)

Dry Dock	Maintained Depth	Length	Width	Approach Depth
YJDK3	14m	380m	80·2m	7·2m
YJDK5	11·5m	335m	56·0m	-

Mooring Quay	Length of Berth Box	Depth Alongside	Mooring Quay
North Quay — YJTKNQ	160m	4·3m (1991)	4·3m
East Quay — Northern — YJTKEQ-(N)	200m	5·5m (2005)	5·8m
East Quay — Southern — YJTKEQ-(S)	365m	8·3m (1997)	5·8m
South Quay — Western — YJTKSQ — (W)	330m	5·0m (2005)	6·5m
South Quay — Eastern — YJTKSQ(E)	250m	6·2m (2005)	6·5m
West Quay — YJTKWQ	240m	4·8m (2005)	5·3m

DB Chart: 4033

6 JURONG SML PTE LTD - TUAS (1°18·3'N, 103°38·8'E)

Slipways	Size	Capacity
No. 1	140m	15,000 DWT
No. 2	140m	15,000 DWT
No. 3	120m	10,000 DWT

Total Quay Length: 435m

DB Chart: 4033

7 KEPPEL FELS LTD (CRESCENT YARD) - JURONG (1°17·9'N, 103°41·1'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
Quay 4-YFQ4	219m	5·6m (2006)	5·9m
Quay 5-YFQ5	219m	4·3m (2006)	5·9m

DB Chart: 4033

8 KEPPEL FELS LTD (MAIN YARD) (31 SHIPYARD ROAD) (1°18·1'N, 103°41·6'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
BSS1	150m	4·5m	4·0m

DB Chart: 4033

Return to Content page

DOCKS AND REPAIR BERTHS

9 KEPPEL FELS LTD (PIONEER YARD) - TANJONG GUL (1°17·2'N, 103°40·0'E)

Mooring Quay	Length of Berth Box	Depth Alongside	Mooring Quay
Quay 1 — YFQ1	377·5m	7·6m (1983)	7·4m
Quay 2 — YFQ2	297·5m	8·7m (1988)	9·1m
Quay 3 — YFQ3	105m	3·0m (2009)	7·4m
Finger Pier 1 — YFFP1	150m	7·8m (2009)	9·1m
Finger Pier 2 — YFFP2	150m	7·9m (2009)	8·1m
Finger Pier 3 — YFFP3	150m	7·7m (2009)	7·4m
Finger Pier 4 — YFFP4	150m	5·2m (2009)	7·2m

Dry Dock	Max. Size at Block Height	Depth Over Sill at MLWS	Approach Depth
Admiral — YFADK	380·0m x 80·0m	7·55m	7·2m

KEPPEL FELS LTD (PIONEER YARD 2) (55 GUL ROAD) (1°17·9'N, 103°40·3'E)

Only has 2 pier, using code YSNQ-1

Mooring Quay	Length of Berth Box	Depth Alongside	Mooring Quay
Pier 1 - YSNQ1	180m	4·9m	4.3m
Pier 2 - YSNQ2	180m	6·5m	5.8m
Pier 3 - YSNQ3	170m	6·8m	5.8m

DB Chart: 4033

10 KEPPEL MARINA MULTI PURPOSE BERTH - PULAU KEPPEL (1°15·8'N, 103°48·7'E)

Berth	Length of Berth Box	Max LOA	Depth Alongside (Year Surveyed)	Approach Depth
MKPM	210m	190m	6·2m (2016)	8·9m

DB Chart: 4035

Return to Content page

DOCKS AND REPAIR BERTHS

11 KEPPEL SHIPYARD LTD - TANJONG GUL (1°18·0'N, 103°40·6'E)

Dry Dock	Depth	Length	Width	Approach Depth
Dock 1 — YHDK1	11·5m	350m	60m	7·0m
Dock 2 — YHDK2	11·5m	300m	60m	7·0m
Slipway	-	225m	40m	-

Berth	Length of Berth Box	Depth Alongside	Berth
Quay 1 — YHQ1	217m	6·2m (2014)	6·8m
Quay 2 — YHQ2	352m	6·2m (2024)	5·5m
Quay 3 — YHQ3	270m	7·2m (1985)	5·5m
Quay 4 — YHQ4	180m	6·4m (1985)	5·5m
Landing Quay — YHLQ	100m	3·6m (1985)	5·7m
YHQ2E	180m	11·1m (2012)	-

DB Chart: 4035, 4036

* Loading and unloading of liquids and solids

CRANES:

No. of Cranes	Crane Type	Lifting Capacity
1	Gantry	45 tonnes
1	Gantry	50 tonnes
1	Gantry	250 tonnes

DB Chart: 4033

Return to Content page

DOCKS AND REPAIR BERTHS

12 KEPPEL SHIPYARD LTD - TUAS (1°18·0'N, 103°39·3'E)

Repair Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
Temasek Pier — YTTP(E)	280m	7·2m (1984)	7·0m
Finger Pier — YTFP(W)	330m	9·0m (2001)	7·0m
Finger Pier — YTFP(E)	350m	8·5m (2001)	7·0m
Raffles Pier — YTRP(W)	410m	8·5m (2001)	7·0m
Raffles Pier — YTRP(E)	218m	6·1m (1998)	7·0m
West Quay — YTWQ	325m	7·1m (2000)	7·0m
South Quay — YTSQ	180m	8·0m (2001)	7·0m

Dry Dock	Max. Size at Block Height	Depth Over Sill at MLWS	Approach Depth
Temasek — TTDK	301m x 52m	7·4m	7·0m
Raffles — YTRDK	355m x 60m	6·6m	7·0m
Tuas — YTTDK3	350m x 66m	6·6m	7·0m

CRANES:

No. of Cranes	Crane Type	Lifting Capacity
1	Dock & Wharf Crane	240 tonnes
2	Dock & Wharf Crane	80 tonnes
5	Dock & Wharf Crane	30 tonnes
1	Dock & Wharf Crane	20 tonnes
4	Dock & Wharf Crane	15 tonnes
2	Gantry Crane	30 tonnes
2	Gantry Crane	25 tonnes
5	Gantry Crane	20 tonnes
4	Gantry Crane	15 tonnes
7	Gantry Crane	10 tonnes
1	Gantry Crane	8 tonnes
3	Gantry Crane	6 tonnes
5	Gantry Crane	5 tonnes

Return to Content page

DOCKS AND REPAIR BERTHS

13 BENOI BASIN (KEPPEL SINGMARINE PTE LTD) (1°18'N, 103°40'E)

Location code BBN7

	Extreme Length	Extreme Breath	Lifting Capacity
Graving Dock	105 m	18·5 m	5 000 tons
Slipway	120 m	24·0 m	6 000 tons

WHARFAGE :
160 metres of berthing space of water depth 5·5 metres.

CRANES:

No. oft Cranes	Crane Type	Lifting Capacity
1	Crawler	250 tons
1	Gantry	100/75 tons
2	Shelter Crane	6 tons
1	Workshop overhead	20/5 tons
1	Workshop overhead	5 tons

Comprehensive workshop facilities.
DB Chart: 4033

14 KEPPEL SINGMARINE PTE LTD - TANJONG GUL (1°17·60'N, 103°40·44'E)

Dry Dock	Depth	Length	Width	Approach Depth
Floating Dock 1 — YSFD1	7·2m	190m	33m	6·1m
Floating Dock 2 — YSFD2	4·6m	120m	27m	6·1m
Floating Dock 4 — YSFD4	6·0m	158m	23m	6·1m

Mooring Quay	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
North Quay 1 — YSNQ1	185m	4·9m	4·3m
North Quay 2 — YSNQ2	185m	6·5m	5·8m
North Quay 3 — YSNQ3	150m	6·8m	5·8m

CRANES:

No. of Cranes	Crane Type	Lifting Capacity
4 Units on FD1	Fixed	25 Ton
2 Units on FD2	Fixed	14 Ton
1 Unit on FD2	Travelling	5 Ton
2 Units on FD4	Travelling	5 Ton
2 Units Travelling	Wharf Crane	28 Ton
1 Unit Travelling	Wharf Crane	10 Ton
Fabrication Bays		
2 Units	Gantry	20 Ton
2 Units	Gantry	10 Ton
1 Unit	Crawler	150 Ton

DB Chart: 4033

Return to Content page

DOCKS AND REPAIR BERTHS

15 SEMBAWANG SHIPYARD PTE LTD - SEMBAWANG SHIPYARD (1°27·9'N, 103°49·5'E)

Dry Dock	Length	Entrance Width	Max. Depth Over Sill	Type
Premier Dock — SSPD	384m	64·0m	5·5m	Graving
King George VI Dock — SSKG6	319m	39·6m	10·3m	Graving
Floating Dock				
Republic Floating Dock — SSFDR	202m	42·0m	6·2m	Floating
President Floating Dock — SSFDP	290m	48·0m	7·0m	Floating
Karimun Floating Dock — SSFDK	230m	35·0m	7·0m	Floating

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
SS8,	350m	8·6m (2013)	10·7m
SS9	240m	8·6m (2013)	10·2m
SS10/11	250m	6·3m (2012)	8·6m
Finger Pier -SS12	350m	7·4m (2012)	10·4m
SS12A	250m	7·0m (2012)	10·4m
SS14	250m	8·8m (2012)	9·8m
SS16	220m	7·4m (2013)	9·8m
Berthing facilities total 2026m.			
Service Pier*			
SS17	230m	10·2m (2013)	11·4m
SS18	190m	10·6m (2012)	11·4m
SS19	170m	12·0m (2011)	11·7m
SS20	290m	11·6m (2013)	11·6m
SS22	311m	10·7m (2013)	10·4m
SS23	253m	11·2m (2013)	11·4m

* Wharf length includes the mooring dolphins at each length.

DB Chart: 4044

16 SINGAPORE TECHNOLOGIES MARINE LTD - BENOI BASIN (1°18·0'N, 103°40·8'E)

Location code BBN1

Dry Dock	Depth	Length	Width
Sycronlift No.1	6·5m	100m	20m
Sycronlift No.2	8·0m	66m	20m

Berth	Length of Berth	Maintained Depth
Jetty I	200m	5·0m
Jetty II	100m	5·0m
Jetty III	130m	3·0m

DB Chart: 4033

Return to Content page

DOCKS AND REPAIR BERTHS

17 SINGAPORE TECHNOLOGIES MARINE LTD - TUAS YARD (1°18·4'N, 103°38·9'E)

Floating Docks	Length	Entrance Width	Maximum Depth Over Block	Approach Depth
BTSF1	185m	32·0m	7·3m	5·4m
BTSF2	240m	43·9m	8·5m	5·4m

Berth		Length of Berth	Maintained Depth	Approach Depth
BTSNW	Northern Side	230m	6·5m	5·1m
BTSNE	Southern Side	230m	7·5m	5·1m

DB Chart: 4033

18 SML SHIPYARD PTE LTD - BENOI BASIN (1°18·5'N, 103°40·9'E)

Location code BBN7

Dry Docks	Length	Entrance Width	Maximum Depth Over Block
Dock1	125m	17m	4·8m
Dock2	126m	22m	5·3m

Wharves	Length of Berth	Maintained Depth
SML Shipyard Pte Ltd	320m	5·5m
	Length	**Width**
Slipway	48m	15m

DB Chart: 4033

19 TUAS-SEATRIUM TUAS SHIPYARD (1°15·1'N, 103°36·6'E)

Berth	Length of Berth Box	Depth Alongside (Year Surveyed)	Approach Depth
YST 01	146m	12·0m (2013)	12·0m
YST 02	375m	8·3m (2023)	9·8m
YST 03	363m	9·0m (2013)	8·8m
YST 05	363m	8·4m (2023)	9·1m
YST 06	0-83m	8·9m (2023)	9·1m
	83-343m	12·1m (2023)	14·4m
YST 07	0-43m	9·0m (2023)	14·4m
	43-303m	15·0m (2013)	14·4m
YST 08	0-43m	7·4m (2024)	14·4m
	43-305m	14·2m (2024)	14·4m
YST 09	0-43m	9·1m (2013)	15·0m
	43-305m	15·0m (2013)	15·0m
YST 10	0-43m	9·0m (2013)	15·0m
	43-302m	15·0m (2013)	15·0m
YST 11	260m	15·0m (2013)	15·0m
YST 12	403m	9·0m (2013)	15·0m
YST 13	155m	9·1m (2016)	-
YST 14	308m	9·0m (2016)	-
YST 15	385m	14·8m (2024)	-
YST 16	385m	14·8m (2024)	-
YST 17	445m	12·0m (2016)	-
YST 19	236m	9·0m (2019)	-

DB Chart: 4038

Return to Content page

BERTH OPERATORS' INFORMATION

COMPANY	ADDRESS	TELEPHONE	FACSIMILE
Singapore Food Agency-Jurong Fishery Port	No.35 Fishery Port Road Singapore 619742	6265 1680	6265 1683
Singapore Food Agency-Senoko Fishery Port	31 Attap Valley Road #02-29 Singapore 759908	6257 9760	6754 8276
Asian Sealand Engineering Pte Ltd	55 Shipyard Road Singapore 628141	6266 0010	6264 0010
Changi Airport Fuel Hydrant Installation Pte Ltd	P.O. Box 504 Singapore Changi Airfreight Centre Singapore 918101	6546 4312	6542 2655
Chemoil Helios Terminal - Singapore	1 Temasek Avenue #36-01 Millenia Tower Singapore 039192	6880 8200	6536 3983
Chevron Oronite Pte Ltd	21 Sakra Road Singapore 627890	6263 2470	6867 6652
Chevron Singapore Pte Ltd	210 Jalan Buroh Singapore 609831	6318 5578	6318 5378
City Gas Pte Ltd	26 Senoko Avenue Singapore 758312	6578 7651	6578 7656
DDW-PaxOcean Shipyard Pte Ltd	No. 33 Tuas Crescent Singapore 638722	6862 1188	6861 2452
Exxon Mobil Asia Pacific Pte Ltd	Jurong Marine Terminal, 18 Pioneer Road Singapore 628498	6631 6808	6261 9704
Horizon Singapore Terminals Pte Ltd	11 Meranti Crescent Banyan LogisPark Jurong Island, Singapore 627806	6303 8211	6303 8230
Jurong SML Pte Ltd	59 Shipyard Road Singapore 628143	6265 0177	6265 8700
Jurong Port Pte Ltd	Jurong Town Corporation 37 Jurong Port Road Singapore 619110	6265 1766	6261 0738
Jurong Shipyard Pte Ltd	29 Tanjong Kling Road Singapore 628054	6261 0738	6265 1766
Keppel FELS Ltd	50 Gul Road Singapore 629351	6863 7206	6261 7719
Keppel Shipyard Ltd	51 Pioneer Sector 1 Singapore 628437	6861 4141	6861 7767
Keppel Singmarine Pte Ltd	No. 15 Benoi Road Singapore 629888	6861 6622	6862 1792
Oiltanking Singapore Ltd	No.1 Seraya Avenue Singapore 628208	6883 6529	6883 6599
Petrochemical Corporation of Singapore (Pte) Ltd	100 Ayer Merbau Road Singapore 628277	6867 2000	6867 9274
Petro Seraya Pte Ltd	Pulau Seraya Power Station 3 Seraya Avenue Singapore 628209	6890 4320	6890 4323
PowerGas Ltd	111 Somerset Road #10-05 Singapore Power Building Singapore 238164	6751 7707 6823 8699	6823 8888
PSA Corporation Ltd	36th Storey mTower 460 Alexandra Road Singapore 119963	6274 7111	6274 4677
Samsung C&T (Singapore LNG Terminal)	P.O. Box 71 Jurong West Central 2 Jurong Point Post Office Singapore 916403	6631 0313	6686 2541
SCP Tembusu Terminal	23 Tembusu Avenue Jurong Island Gate 1 Singapore 627596	6697 5700	6664 3877
Sembawang Shipyard Pte Ltd	Admiralty Road West Singapore 759956	6752 2222	6758 1025

Return to Content page

BERTH OPERATORS' INFORMATION

COMPANY	ADDRESS	TELEPHONE	FACSIMILE
Sembcorp Industries Ltd	51 Sakra Avenue Jurong Island Singapore 627894	6267 5685	6267 5680
Senoko Energy Pte Ltd	111 Somerset Road #05-06 Singapore Power Building Singapore 238164	6750 0000	6732 2847
Senoko Power Station	31 Senoko Road Singapore 758103	6750 0000	6754 7101
Aster Jurong Island Chemicals Complex	61 Seraya Avenue Jurong Island Singapore 627879	6576 0400	6576 0781
Shell Eastern Petroleum Pte Ltd	460 Alexandra Road, #07-01, mTower, Singapore 119963	6263 4151	6263 4199
Singaport Cleanseas Pte Ltd	4 Jalan Samulun Singapore 629121 Treatment Plant: Pulau Sebarok	6261 2582 6773 4574	6261 2565 9714 6462
Singapore Cruise Centre Pte Ltd	1 Maritime Square #07-01 HarbourFront Centre Singapore 099253	6513 2200	6275 1683
Singapore Petroleum Company Ltd (Pulau Sebarok Terminal)	One Temasek Avenue #27-00 Millenia Tower Singapore 039192	6272 0611	6270 4288
Singapore Refining Company Pte Ltd	No. 1 Merlimau Road Jurong Island Singapore 628260	6357 0242	6357 0171
Singapore Technologies Marine Ltd	60 Tuas Road Singapore 638501	6862 2902	6862 5382
Singapore Technologies Marine Ltd	7 Benoi Road Singapore 629882	6861 2244	6861 3028
Singapore LNG Corporation Pte Ltd	991G Alexandra Road #03-29C Singapore 119975	6376 7856	6273 7807
SML Shipyard Pte Ltd	57 Shipyard Road Singapore 628143	6265 0177	6265 8700
SPECS Consultants Pte Ltd	7 Keppel Road #04-01 Tanjong Pagar Complex Singapore 089053	6270 7994	62713932
Stolthaven Singapore	22 Tembusu Avenue Jurong Island Singapore	6672 7676	65156071
Singapore Technologies Marine Ltd	60 Tuas Road Singapore 638501	6862 2902	68625382
Tankstore Pte Ltd	200 Cantonment Road #15-01 Southpoint Singapore 089763	6225 8600 6271 2830 (P Busing)	6225 1497 9823 2376 (P Busing)
TOLL Offshore Petroleum Services Pte Ltd	Blk 103 TOPS Avenue 1 #08-01 Loyang Offshore Supply Base 25 Loyang Crescent Singapore 508988	6543 9305	6542 8807
Tuas Power Ltd	111 Somerset Road #13-06 Singapore Power Building Singapore 238164	6732 0223	6868 6100
Jurong Port Universal Terminal Pte Ltd.	61 Meranti Crescent Singapore 627807	6303 0133	6303 0138
VOPAK Terminals (S) Pte Ltd	460 Alexandra Road #32-03 mTower, Singapore 119963	6273 5677	6274 9075

Return to Content page

(Updated to 1 May 2025)

TUG SERVICE PROVIDERS' INFORMATION

COMPANY	EMAIL ADDRESS	TELEPHONE	FACSIMILE
Jurong Marine Service	enquiry@jms.com.sg	62616681	62663910
KST Maritime Pte Ltd	kst@kstmaritime.com	62775155	68633233
Marine Offshore	marinaebox@pacific.net.sg	62953311	62968457
PSA Marine Pte Ltd	psamarine@globalpsa.com.sg	67772288	63799800

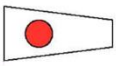
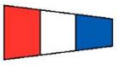
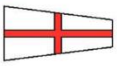
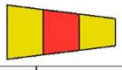
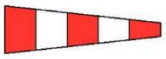
Return to Content page

INTERNATIONAL CODE OF SIGNALS (1969)

INTERNATIONAL CODE OF SIGNALS (1969)			
CODE	FLAGS	MORSE CODE SIGNALS	PHONETIC ALPHABETS & FIGURES
A		• —	ALFA
B		— • • •	BRAVO
C		— • — •	CHARLIE
D		— • •	DELTA
E		•	ECHO
F		• • — •	FOXTROT
G		— — •	GOLF
H		• • • •	HOTEL
I		• •	INDIA
J		• — — —	JULIETT
K		— • —	KILO
L		• — • •	LIMA
M		— —	MIKE
N		— •	NOVEMBER
O		— — —	OSCAR
P		• — — •	PAPA
Q		— — • —	QUEBEC
R		• — •	ROMEO
S		• • •	SIERRA
T		—	TANGO
U		• • —	UNIFORM
V		• • • —	VICTOR
W		• — —	WHISKEY
X		— • • —	X-RAY
Y		— • — —	YANKEE
Z		— — • •	ZULU

Return to Content page

INTERNATIONAL CODE OF SIGNALS (1969)

CODE	FLAGS	MORSE CODE SIGNALS	PHONETIC ALPHABETS & FIGURES
1		• — — — —	ONE
2		• • — — —	TWO
3		• • • — —	THREE
4		• • • • —	FOUR
5		• • • • •	FIVE
6		— • • • •	SIX
7		— — • • •	SEVEN
8		— — — • •	EIGHT
9		— — — — •	NINE
0		— — — — —	ZERO
			
FIRST SUBSTITUTE	SECOND SUBSTITUTE	THIRD SUBSTITUTE	CODE AND ANSWERING PENDANT

THE SIGNIFICANCE OF CODE FLAGS (SINGLE LETTER)

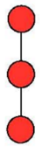
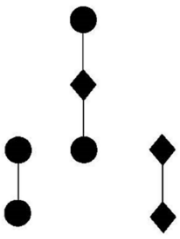
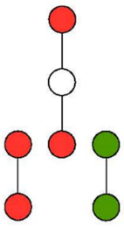
A - I have a diver down; keep well clear at slow speed.
B - I am taking in, or discharging, or carrying dangerous goods.
C - Yes (affirmative)
D - Keep clear of me; I am manoeuvring with difficulty.
E - I am altering my course to starboard.
F - I am disabled; communicate with me.
G - I require pilot. When made by fishing vessels operating in close proximity on the fishing grounds it means 'I am hauling nets'
H - I have a pilot on board.
I - I am altering my course to port.
J - I am on fire and have dangerous cargo on board; Keep well clear of me.
K - I wish to communicate with you.
L - You should stop your vessel instantly.
M - My vessel is stopped and making no way through the water.
N - No (negative).
O - Man overboard.
P - In harbour. All persons should report on board as the vessel is about to proceed to sea. It may be used by fishing vessels to mean: "My nets have come fast upon an obstruction."
Q - My vessels is 'healthy' and I request free pratique.
R - The way is off my ship - you may feel your way past me.
S - My engines are going astern.
T - Keep clear of me; I am engaged in pair trawling.
U - You are running into danger.
V - I require assistance.
W - I require medical assistance.
X - Stop carrying out your intentions and watch for my signals.
Y - I am dragging my anchor.
Z - I require a tug. When made by fishing vessels operating in close proximity on the fishing grounds it means: "I am shooting nets."

Return to Content page

CODE SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS

CODE SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS		
BY DAY C B 3		I require immediate police assistance. I have a serious disturbance onboard.
C D ZERO		I require fresh water.
V E		I am fumigating.
S M		I am undergoing a speed trial.
O Q		I am calibrating radio direction finder or adjusting compasses.
P		I intend to sail within 24 hours.
2 5		I request Immigration Clearance. (No passengers)
3 4		I request Immigration Clearance. (Carrying passengers)
C		I request Custom Clearance.
R Y		You should proceed at slow speed when passing me.
Q		I request free pratique.

Return to Content page

		Vessels aground (shall also display the anchor light(s) at night or reduced visibility)
		Vessel not under control or not under command.(not to be displayed by vessels at anchor)
		Constrained by draught in a main fairway keep clear of me.
		Cable operations, navigation marks underwater operations, keep clear.
		Dredging / Underwater operations, keep clear. (Two black balls and two red lights indicate dangerous side.)
B		Carrying petroleum or handling dangerous, explosive goods.
N		I am exempted from Compulsory Pilotage.

Return to Content page

SOUND SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS AND DIRECTIONS TO TUG FROM ASSISTED VESSEL

SOUNDS SIGNALS FREQUENTLY USED BY VESSELS WITHIN PORT LIMITS	
▬ ▬ ●	I INTEND TO OVER TAKE YOU ON YOUR STARBOARD SIDE.
▬ ▬ ● ●	I INTEND TO OVERTAKE YOU ON YOUR PORT SIDE.
●●●●_____●	MY VESSEL IS TURNING SHORT ROUND TO STARBOARD.
●●●●____●●	MY VESSEL IS TURNING SHORT ROUND TO PORT SIDE.
▬ ● ▬ ●	YOU CAN OVERTAKE ON THE SIDE AS INDICATED.

DIRECTIONS TO TUG FROM ASSISTED VESSEL	
● ▬	FROM TUG TOWROPE SECURED
●	TOW OR PUSH TO STARBOARD
● ●	TOW OR PUSH TO PORT
▬	TOW DIRECTLY AHEAD OR START PUSHING
● ● ●	TOW DIRECTLY ASTERN
●● ●●	STOP TOWING OR PUSHING
▬ ●●●● ETC.	LET GO TUG OR TOWROPE
●●●●●▬	TUG IS EXPERIENCING AN EMERGENCY

Return to Content page

INDEX OF SINGAPOREAN CHARTS

The Information on Singaporean Charts and Appointed Chart Distributors are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/charts-tidal-info-atons-and-hydrography/singaporean-nautical-charts

Return to Content page

(Updated to 1 May 2025)

INDEX OF DUAL BADGED CHARTS

The Information on Dual Badged Charts and Appointed Chart Distributors are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/charts-tidal-info-atons-and-hydrography/dual-badged-nautical-charts

Return to Content page

SINGAPORE ELECTRONIC NAVIGATIONAL CHARTS (ENC) AND MALACCA AND SINGAPORE STRAITS ELECTRONIC NAVIGATIONAL CHARTS (MSS-ENC) CATALOGUES

The Information on Singapore ENC and Malacca and Singapore Straits ENC are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/charts-tidal-info-atons-and-hydrography/singapore-electronic-navigational-chart

Return to Content page

SINGAPORE DGPS CORRECTION SERVICE

The Information on Singapore DGPS Correction Service are available at the following MPA's webpage:

https://www.mpa.gov.sg/port-marine-ops/marine-services/charts-tidal-info-atons-and-hydrography/aids-to-navigation

Chartlets:

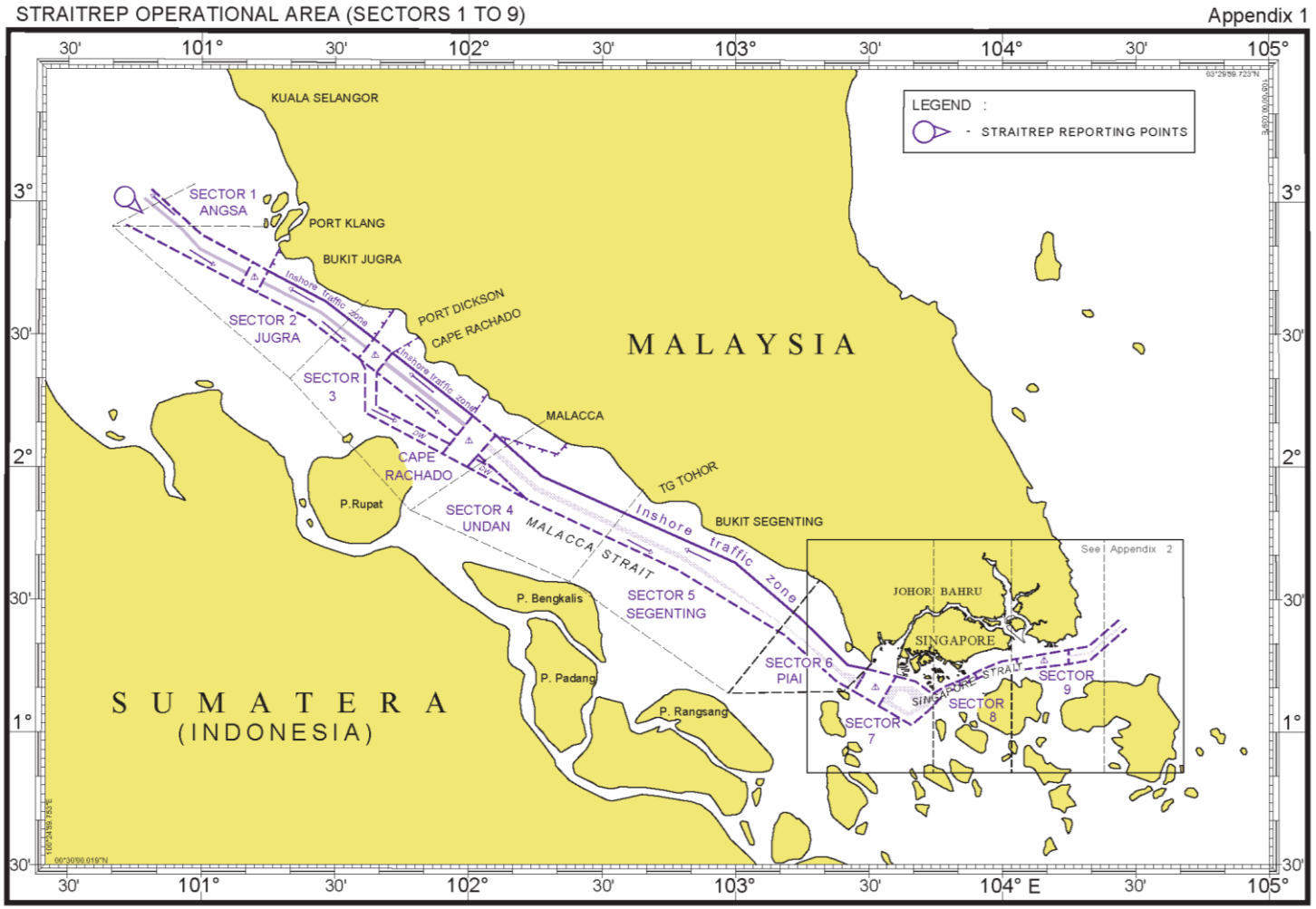
Title: Singapore DGPS Correction Service

Return to Content page

CHARTLETS

STRAITREP Operational Area (Sectors 1 to 9)

[Back to page]



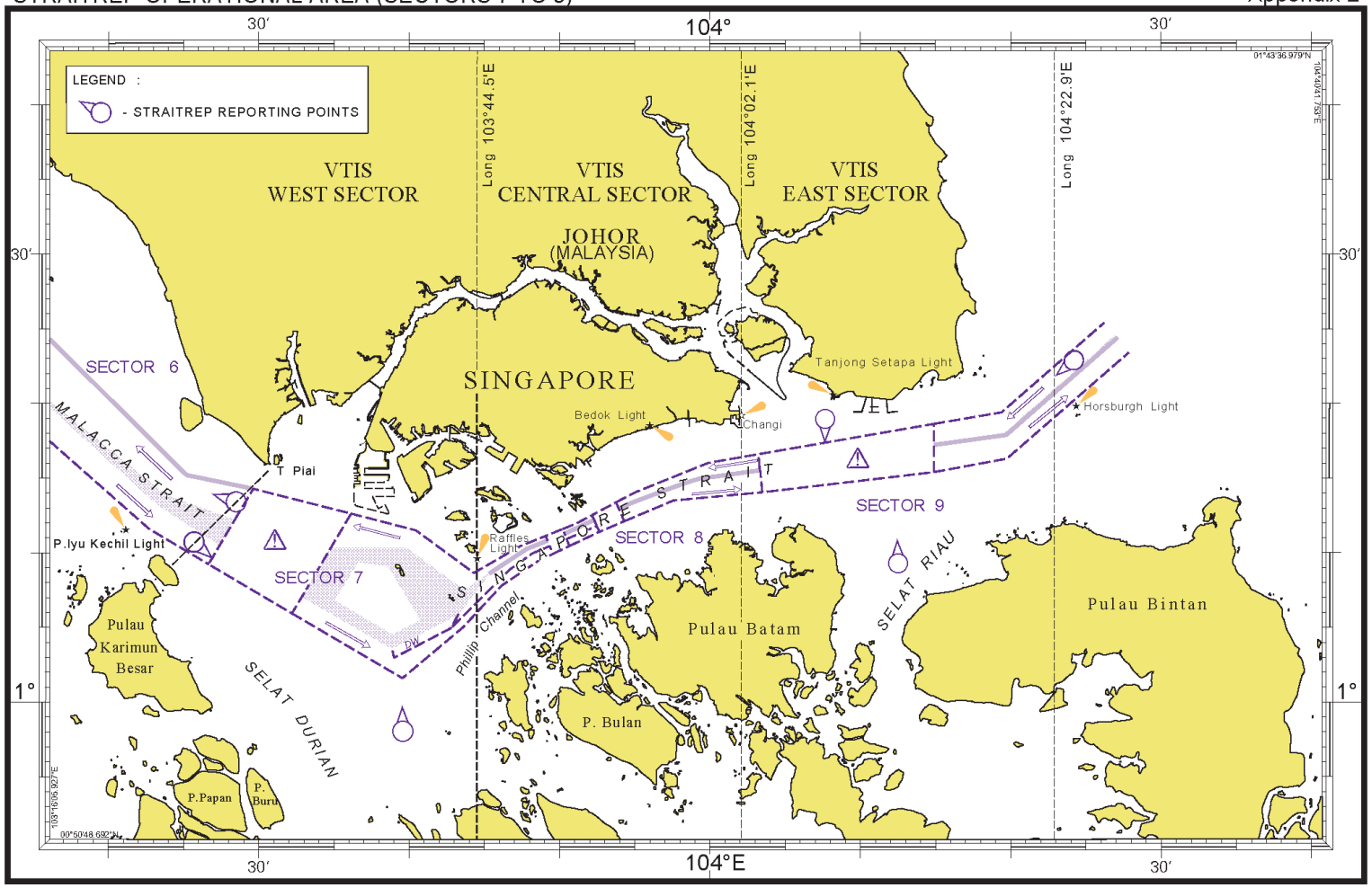
Return to Content page

CHARTLETS

STRAITREP Operational Area (Sectors 7 to 9)

[Back to page]

STRAITREP OPERATIONAL AREA (SECTORS 7 TO 9) Appendix 2



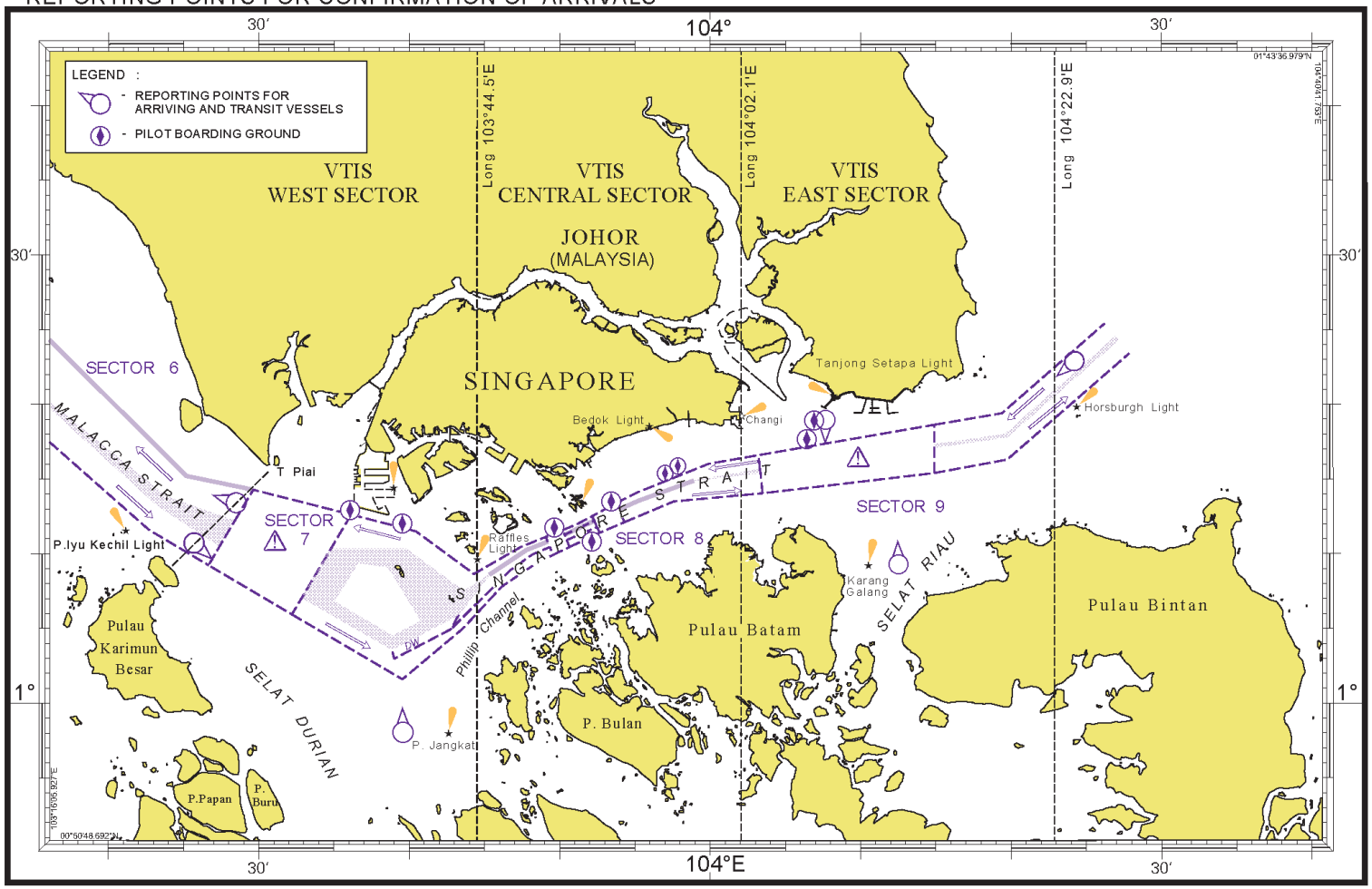
Return to Content page

CHARTLETS

Reporting Points for Confirmation of Arrivals

[Back to page]

REPORTING POINTS FOR CONFIRMATION OF ARRIVALS



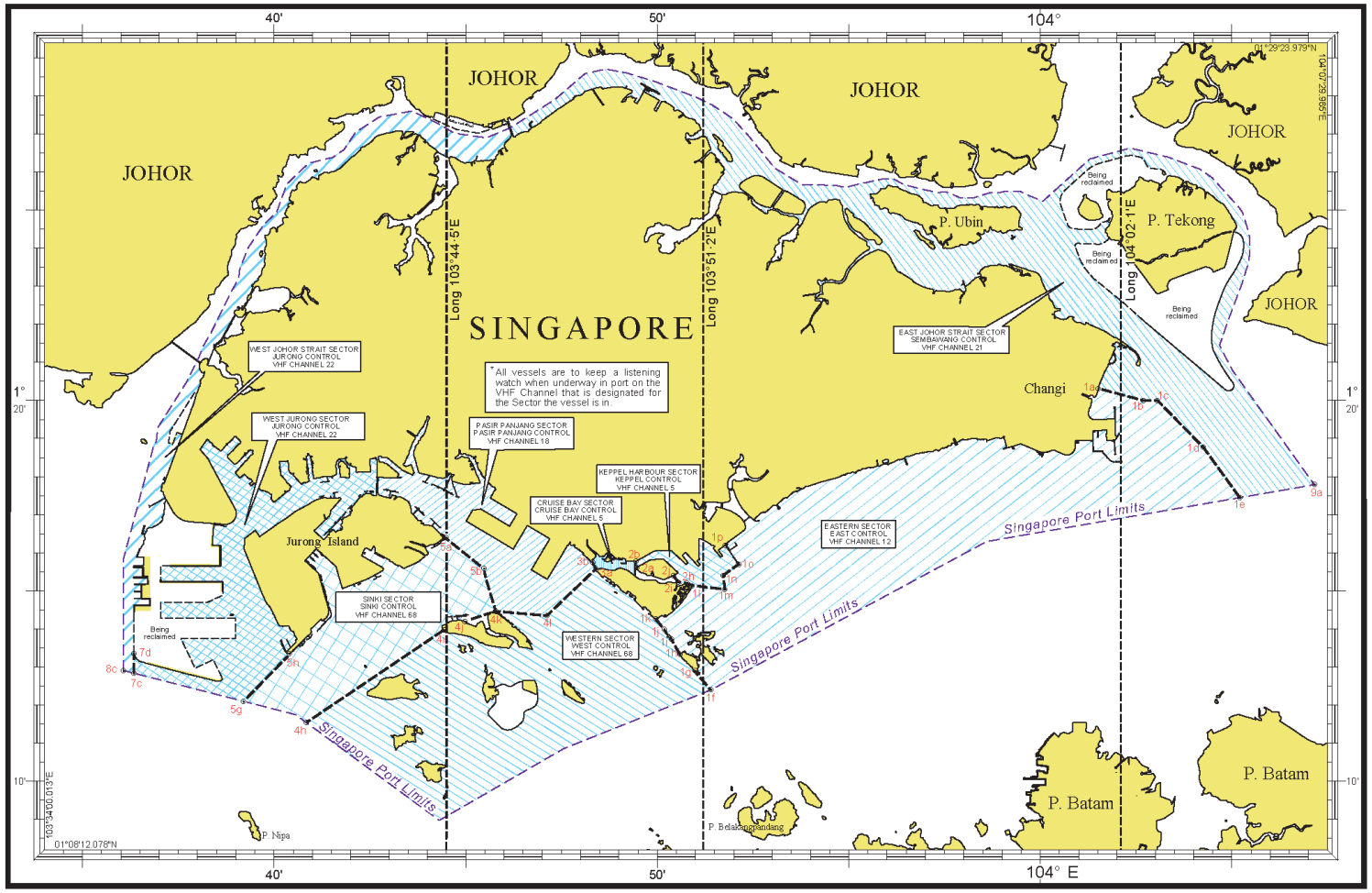
Return to Content page

CHARTLETS

Reporting Sectors

[Back to page]

REPORTING SECTORS

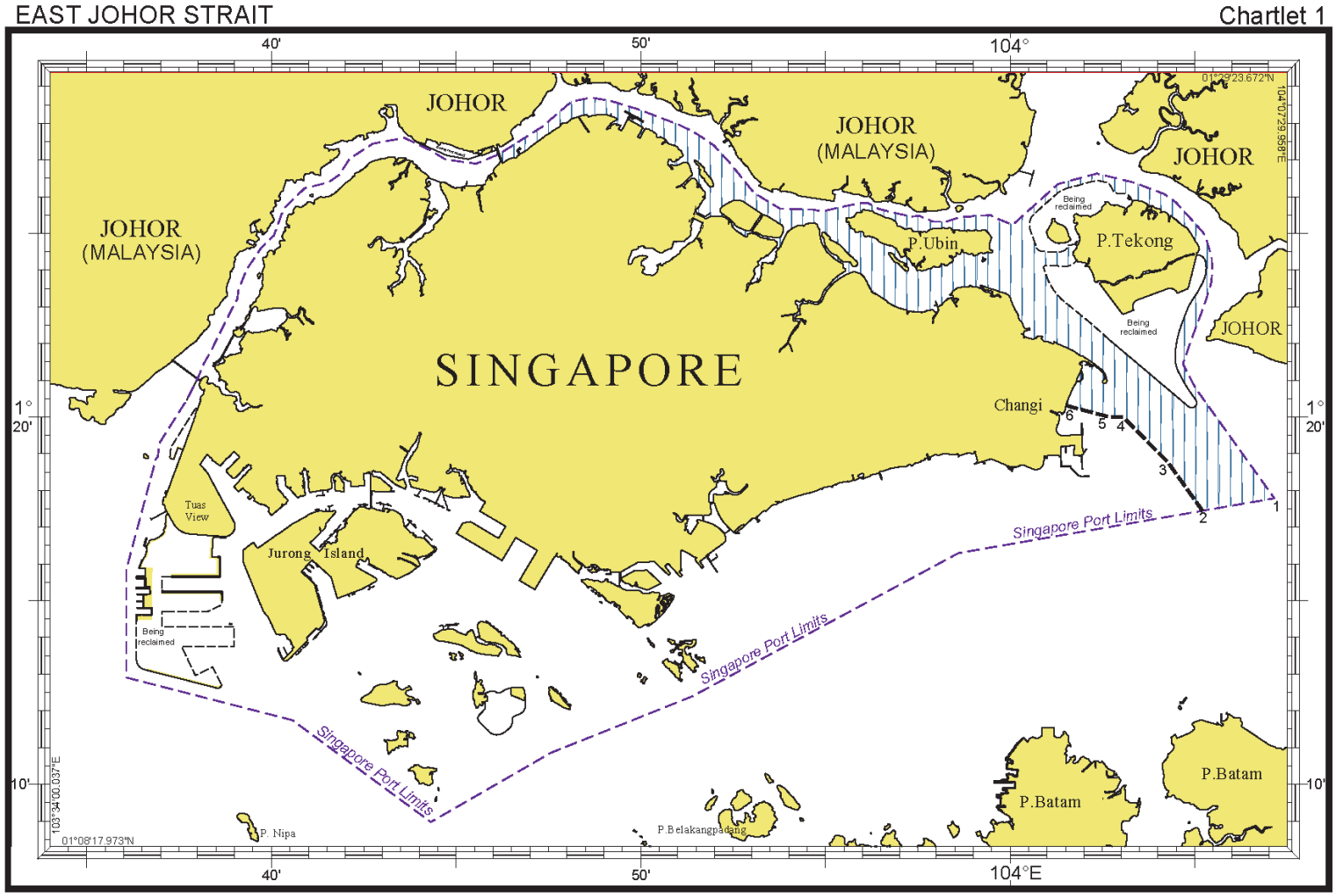


Return to Content page

CHARTLETS

Chartlet 1 – East Johor Strait

[Back to page]



Return to Content page

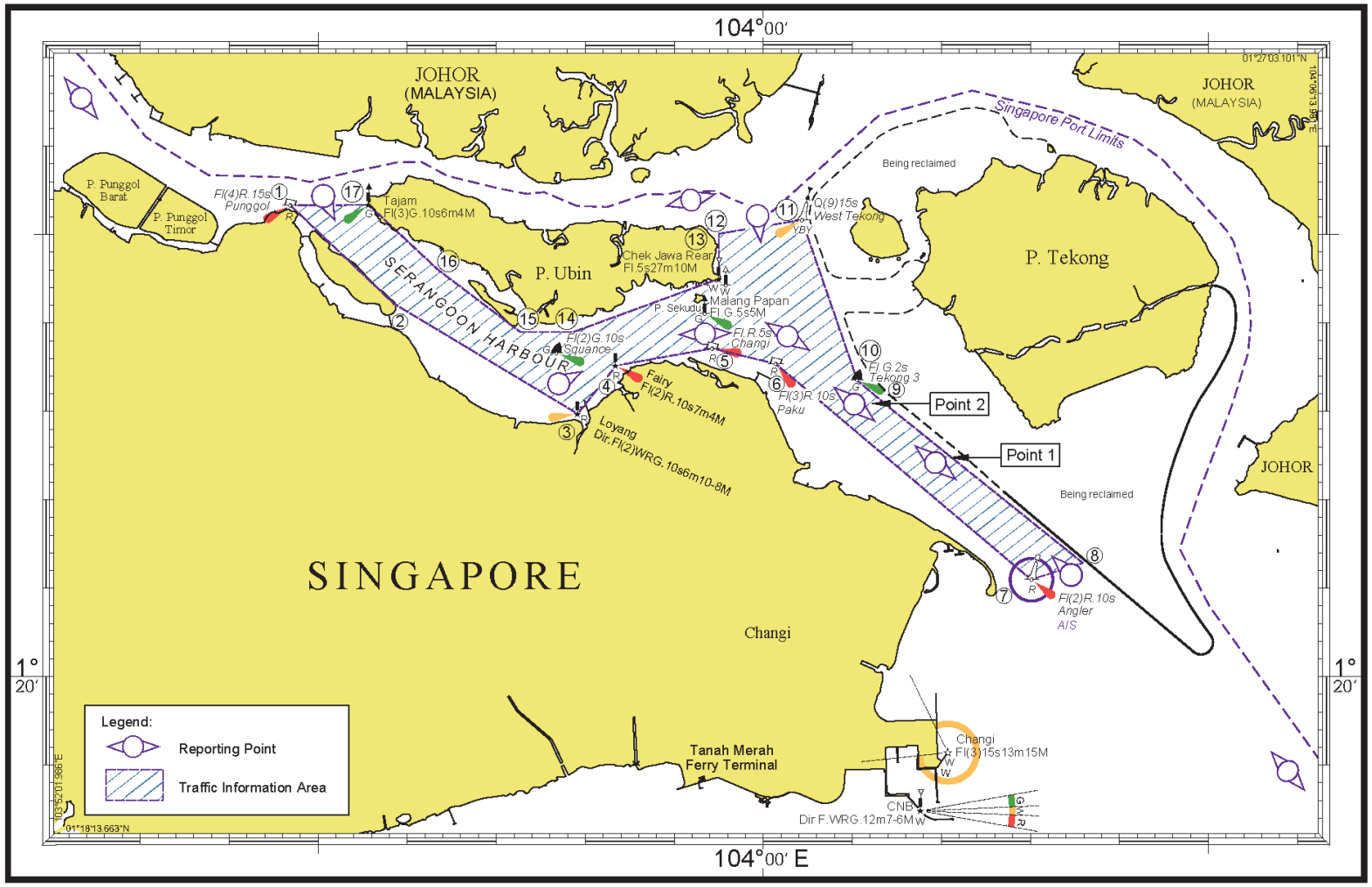
CHARTLETS

Chartlet 2 – Traffic Information Area of East Johor Strait

[Back to page]

TRAFFIC INFORMATION AREA OF EAST JOHOR STRAIT

Chartlet 2



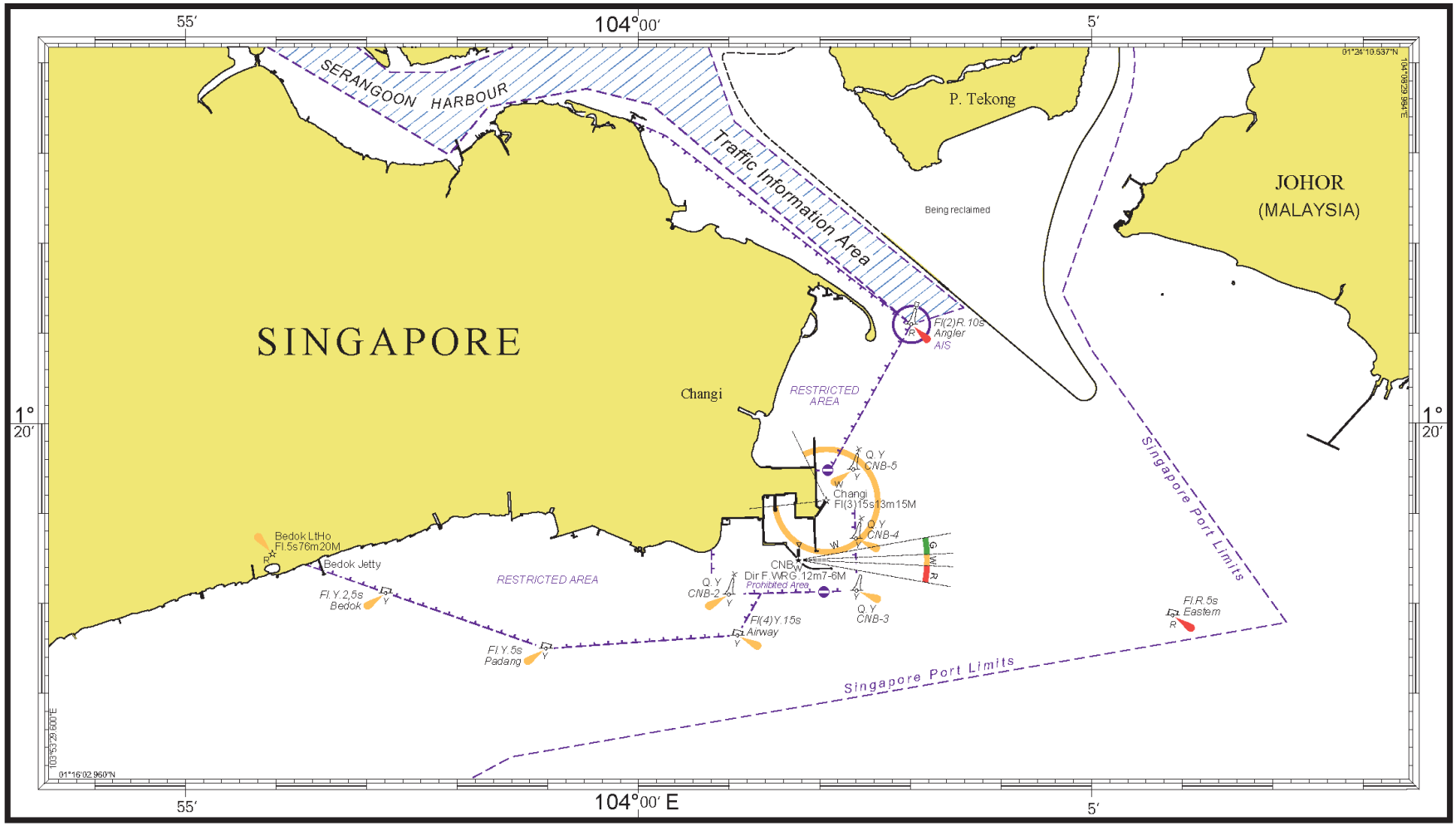
Return to Content page

CHARTLETS

Area in which tall vessels would affect aircraft operations in Port Waters

[Back to page]

AREA IN WHICH TALL VESSELS WOULD AFFECT AIRCRAFT OPERATIONS IN PORT WATERS



Return to Content page

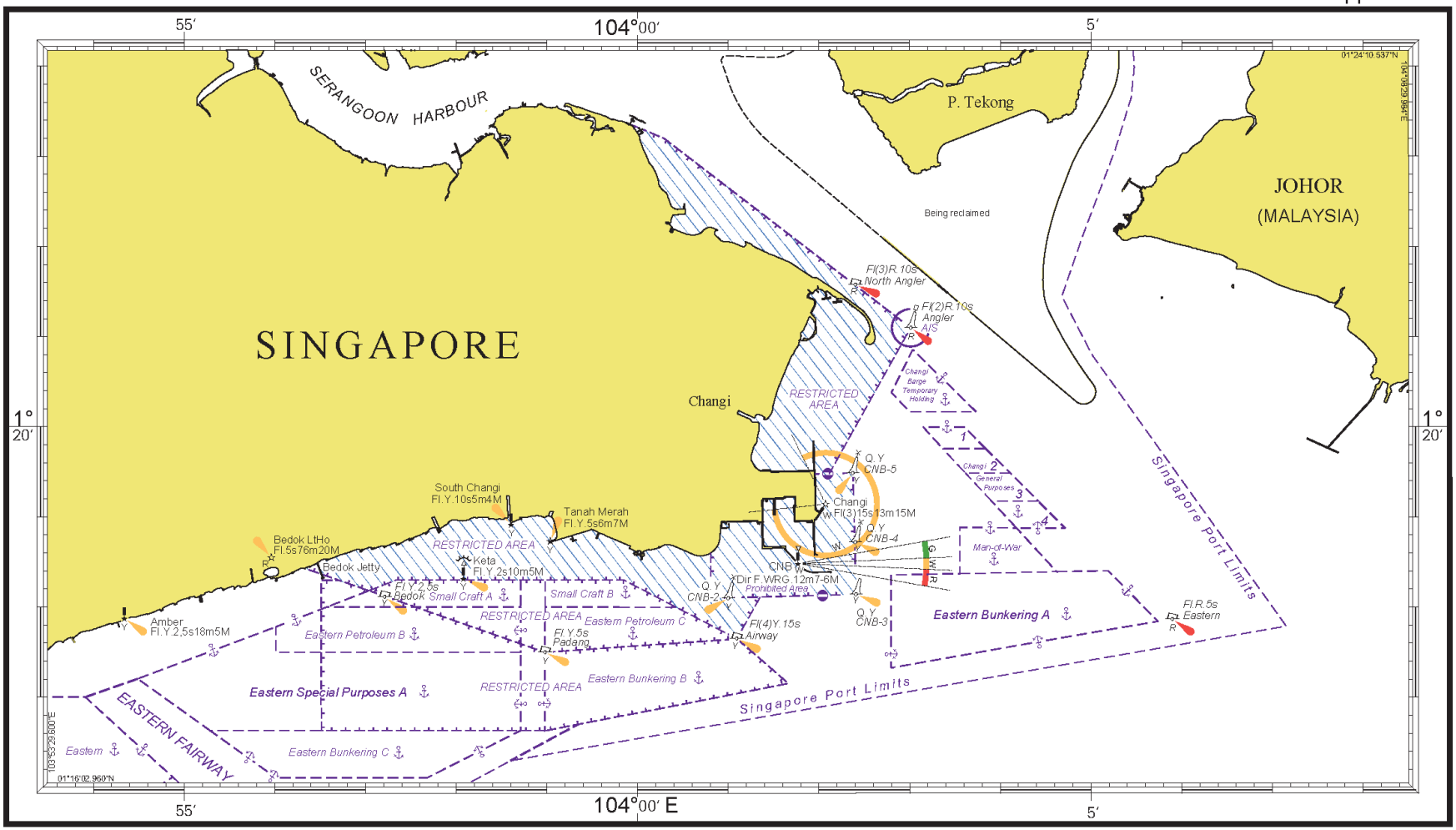
CHARTLETS

15 Metre Height Restricted Area

[Back to page]

15-METRE HEIGHT RESTRICTED AREA

Appendix 3



Return to Content page

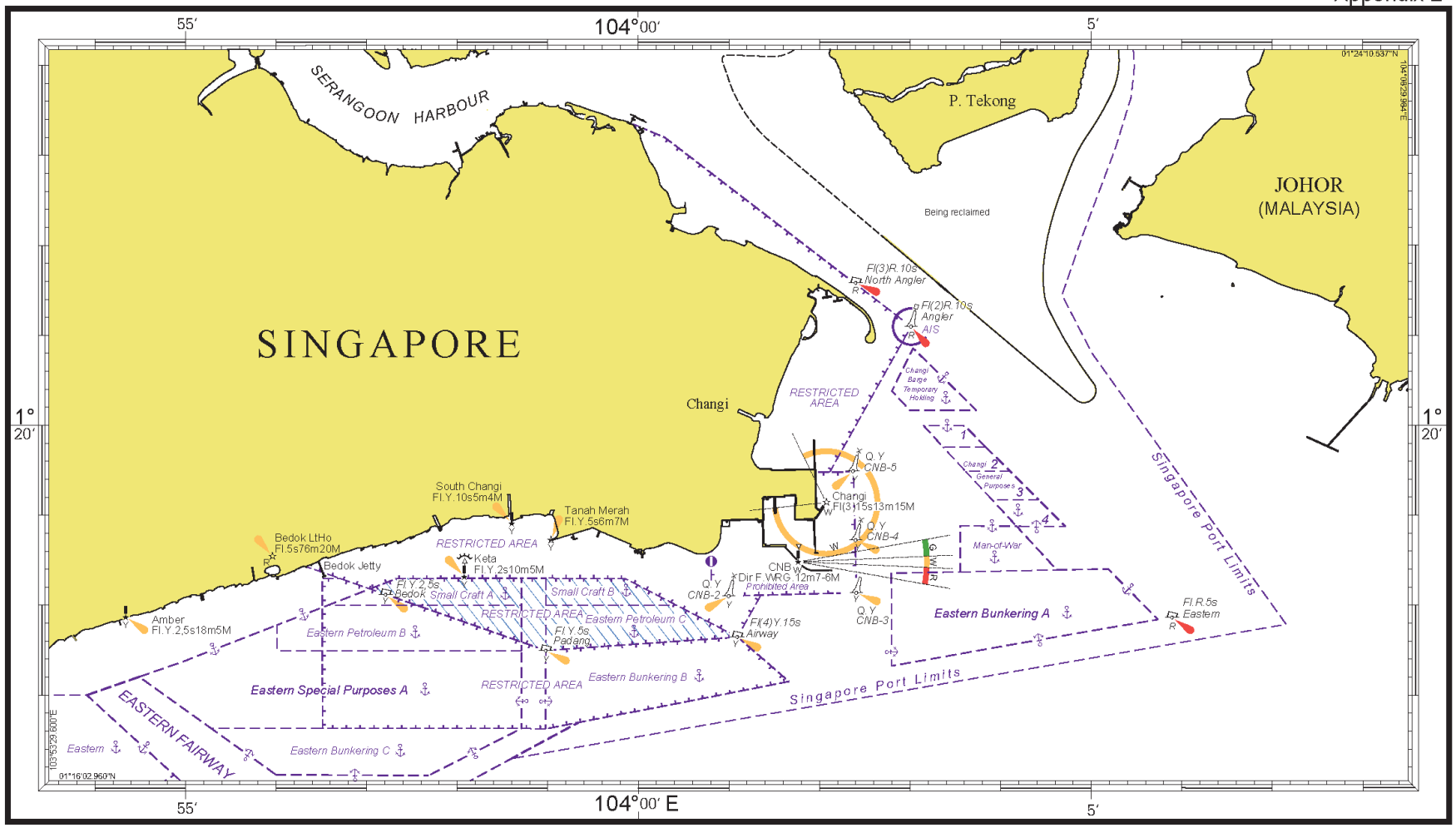
CHARTLETS

30 Metre Height Restricted Area

[Back to page]

30-METRE HEIGHT RESTRICTED AREA

Appendix 2



Return to Content page

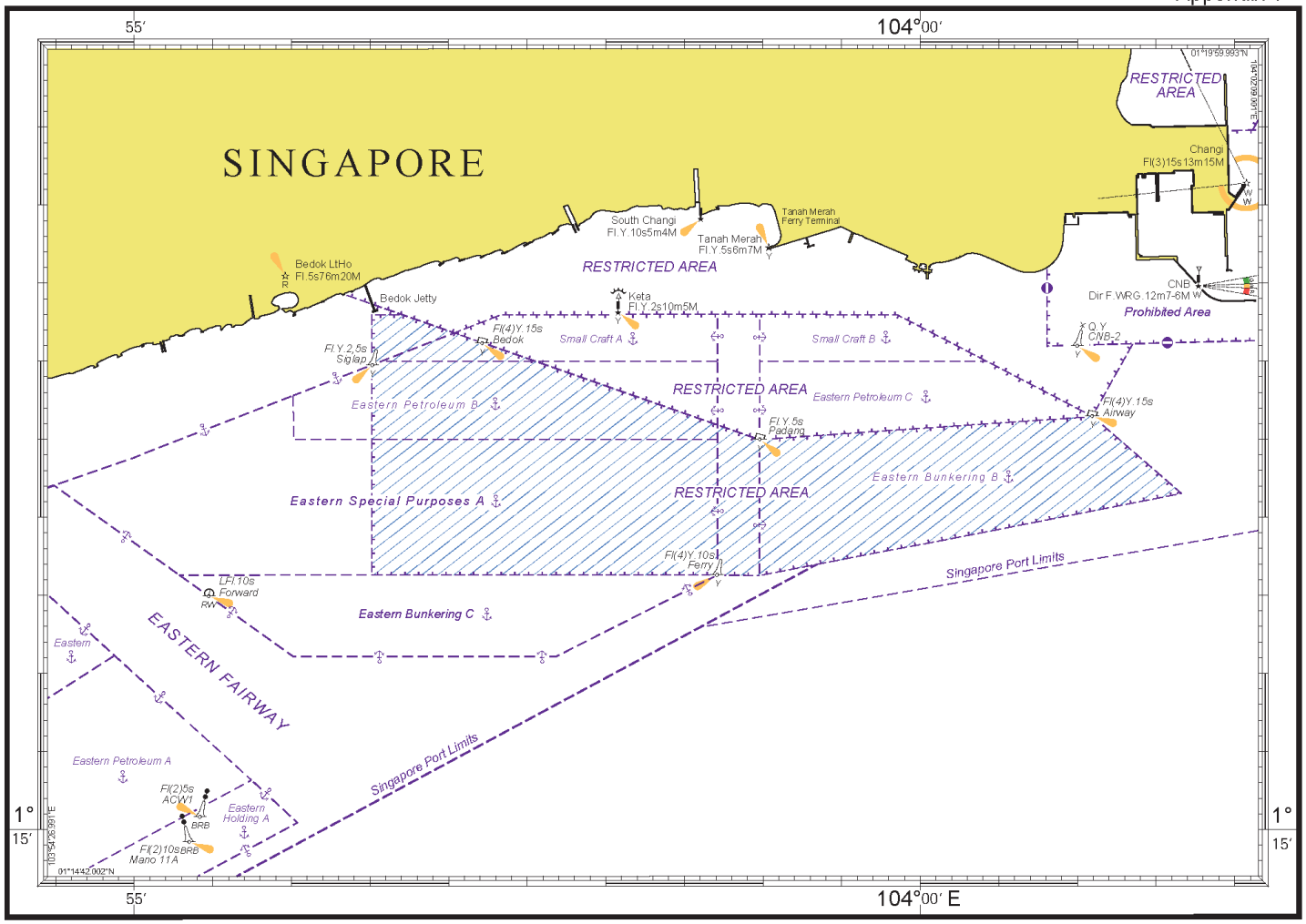
CHARTLETS

49 Metre Height Restricted Area

[Back to page]

49-METRE HEIGHT RESTRICTED AREA

Appendix 1



Return to Content page

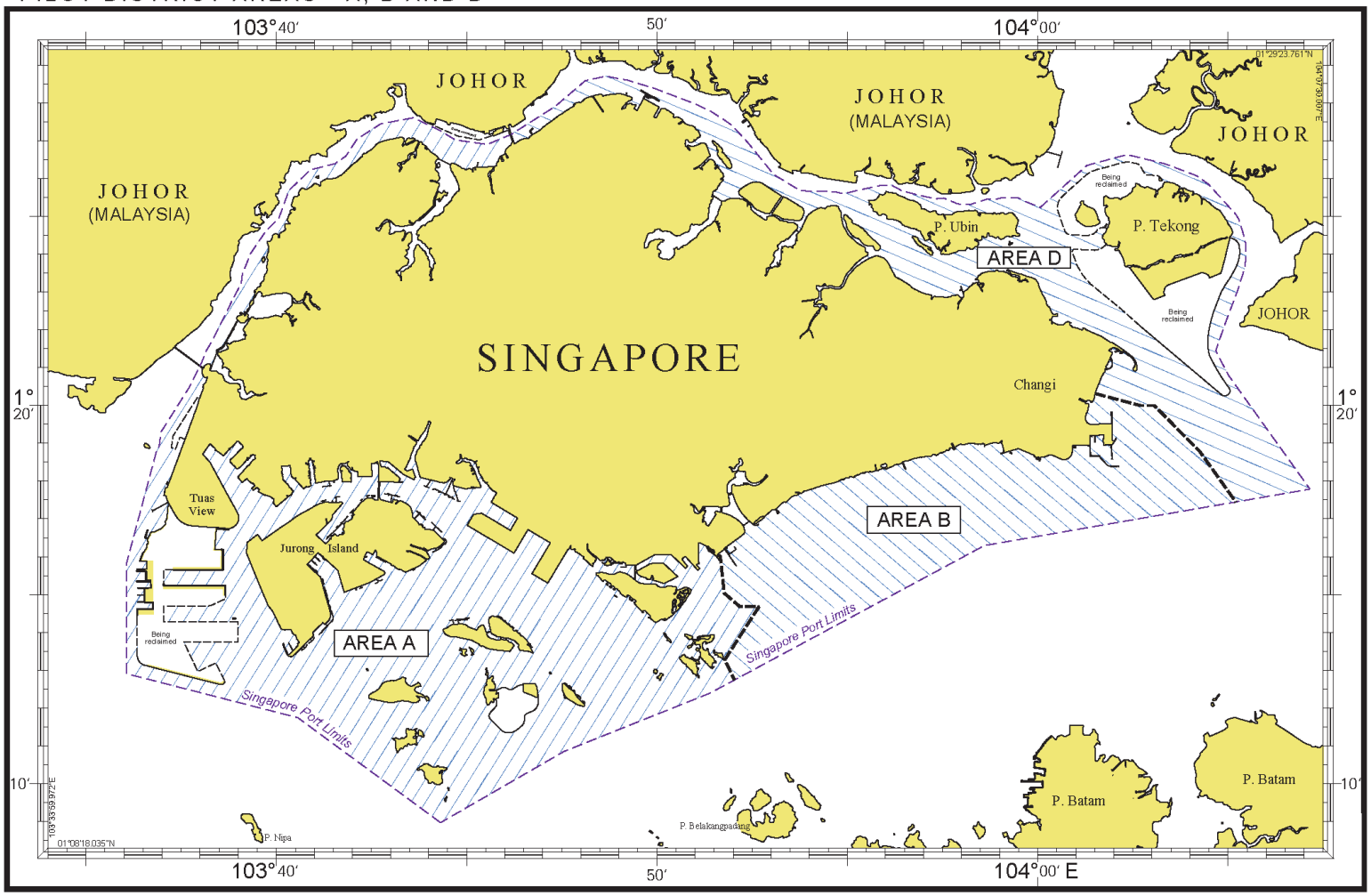
CHARTLETS

Pilotage District Areas A, B And D

[Back to page]

PILOT DISTRICT AREAS - A, B AND D

Annex II



Return to Content page

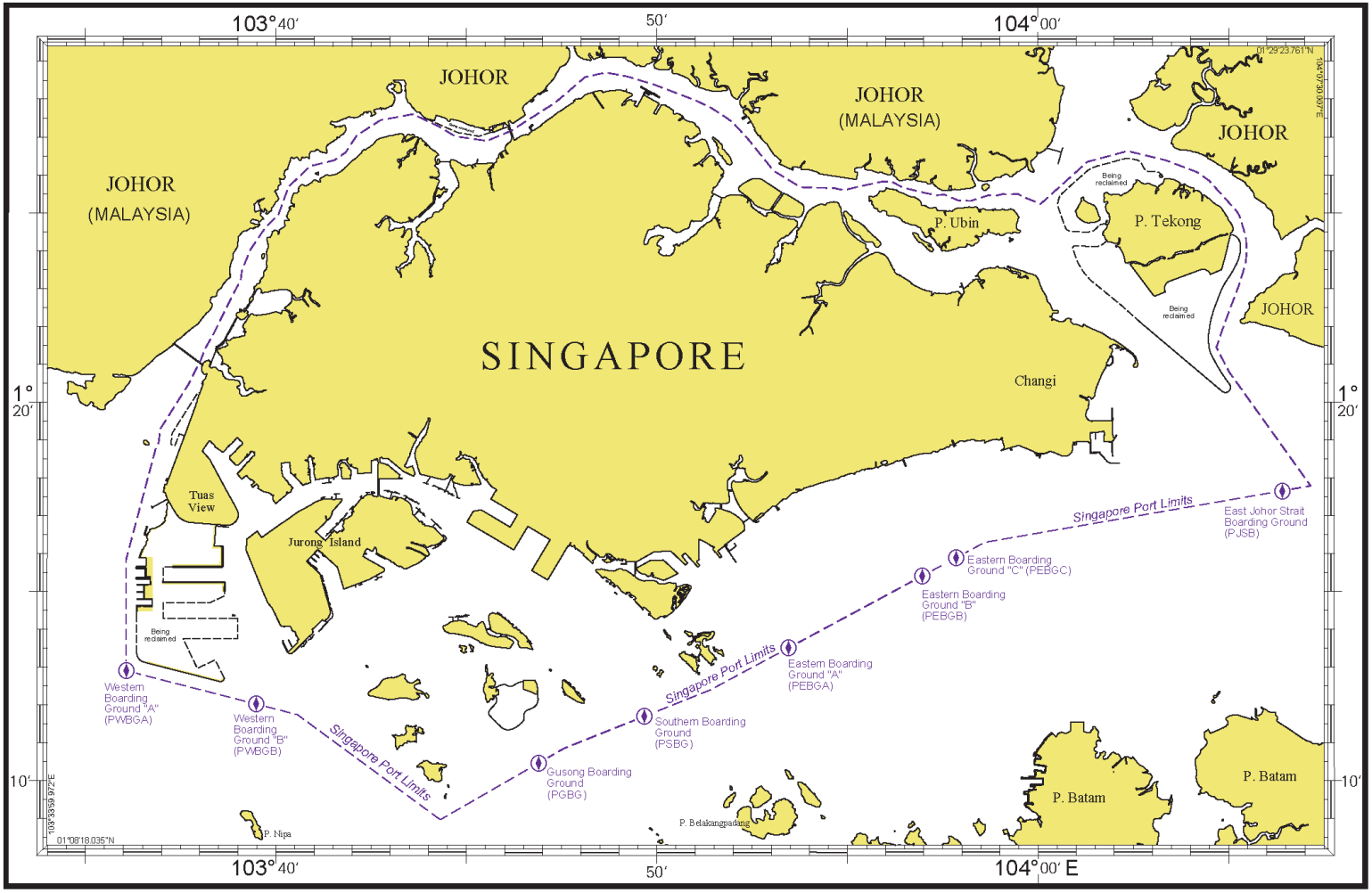
CHARTLETS

Pilot Boarding Grounds

[Back to page]

PILOT BOARDING GROUNDS

Annex III (1)



Return to Content page

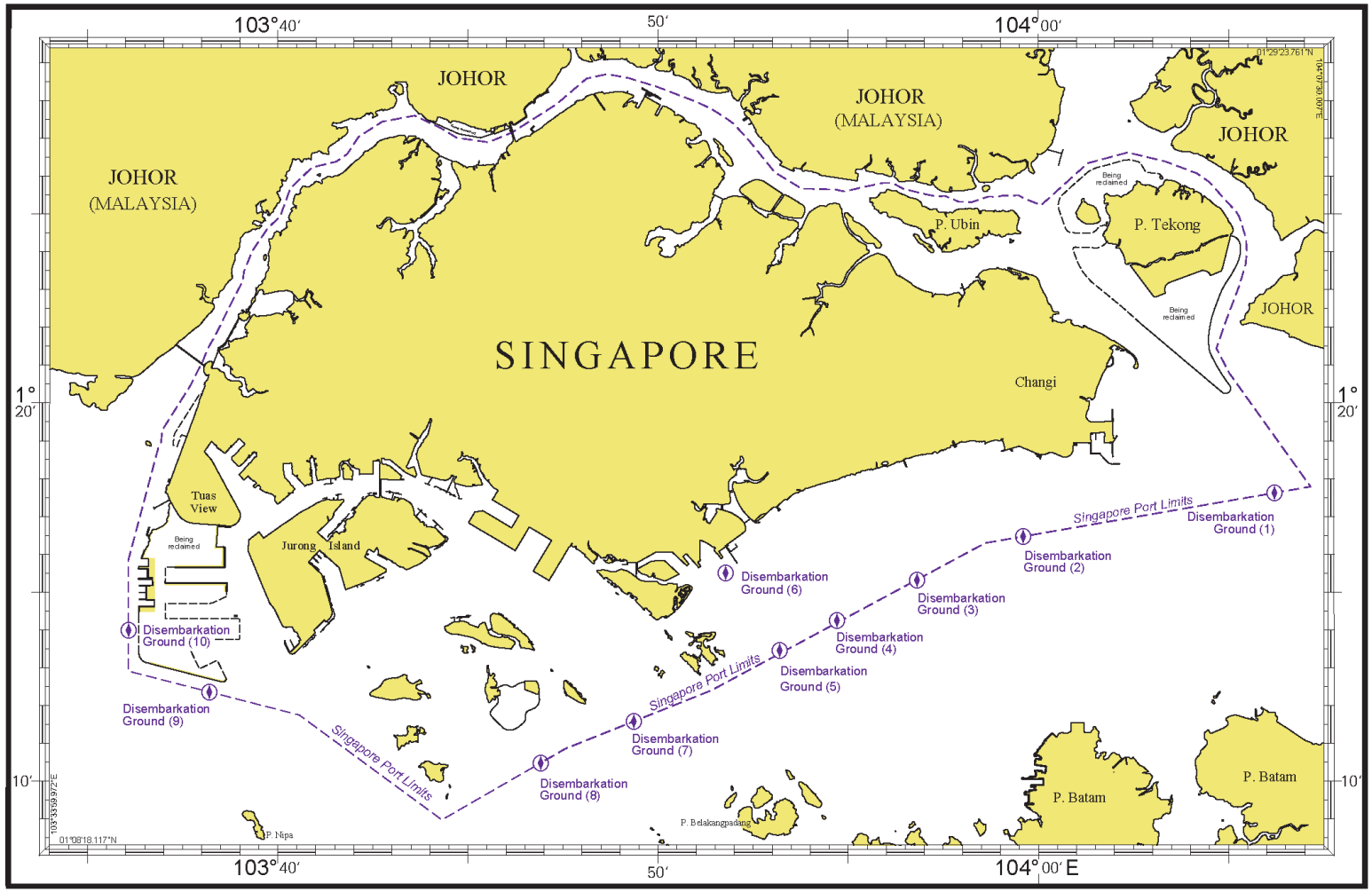
CHARTLETS

Pilot Disembarkation Grounds

[Back to page]

PILOT DISEMBARKATION GROUNDS

Annex III (2)



Return to Content page

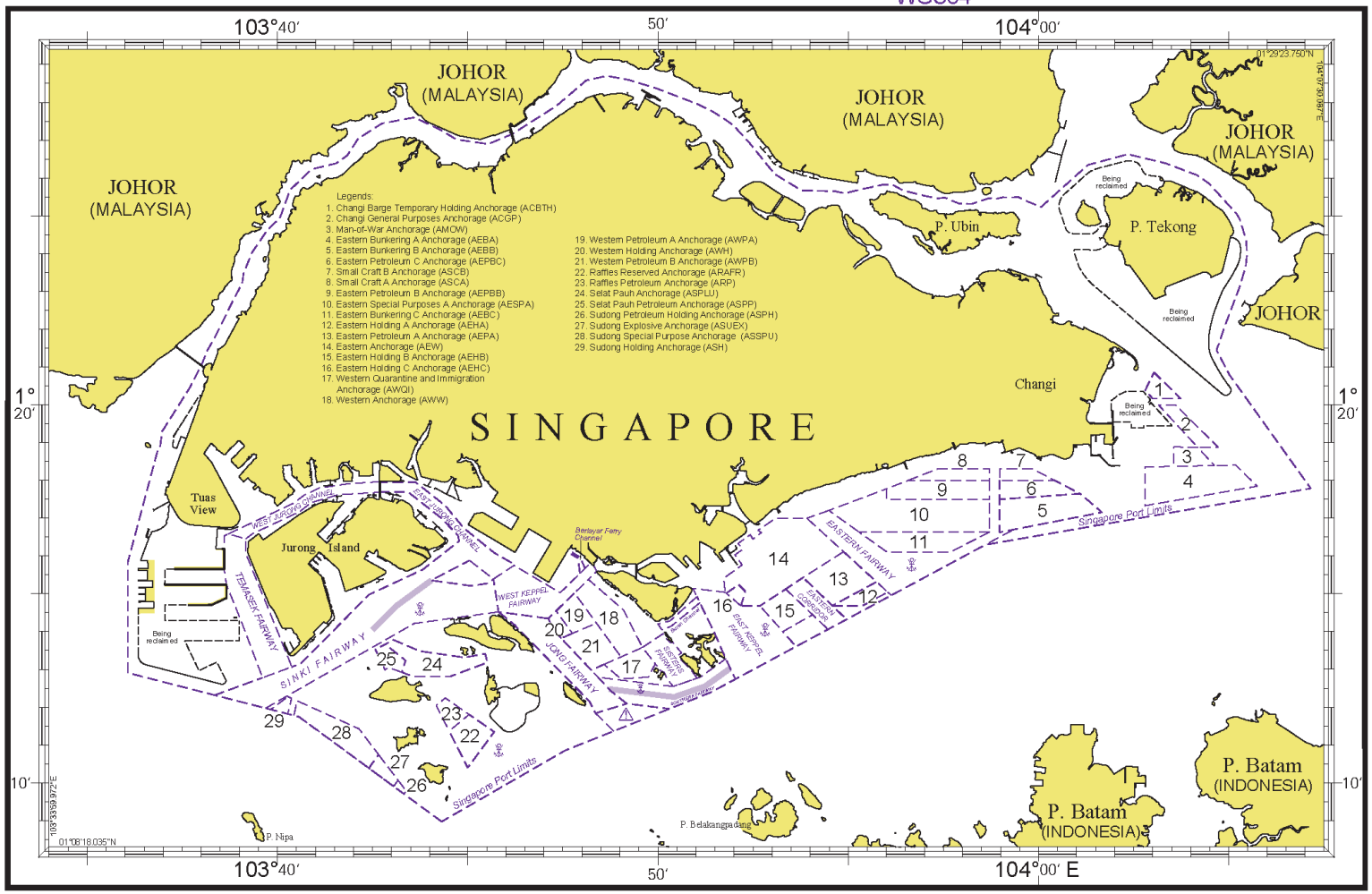
CHARTLETS

Port of Singapore - Anchorages and Fairways in the Port

[Back to page]

PORT OF SINGAPORE - ANCHORAGES AND FAIRWAYS

WGS84



Return to Content page

CHARTLETS

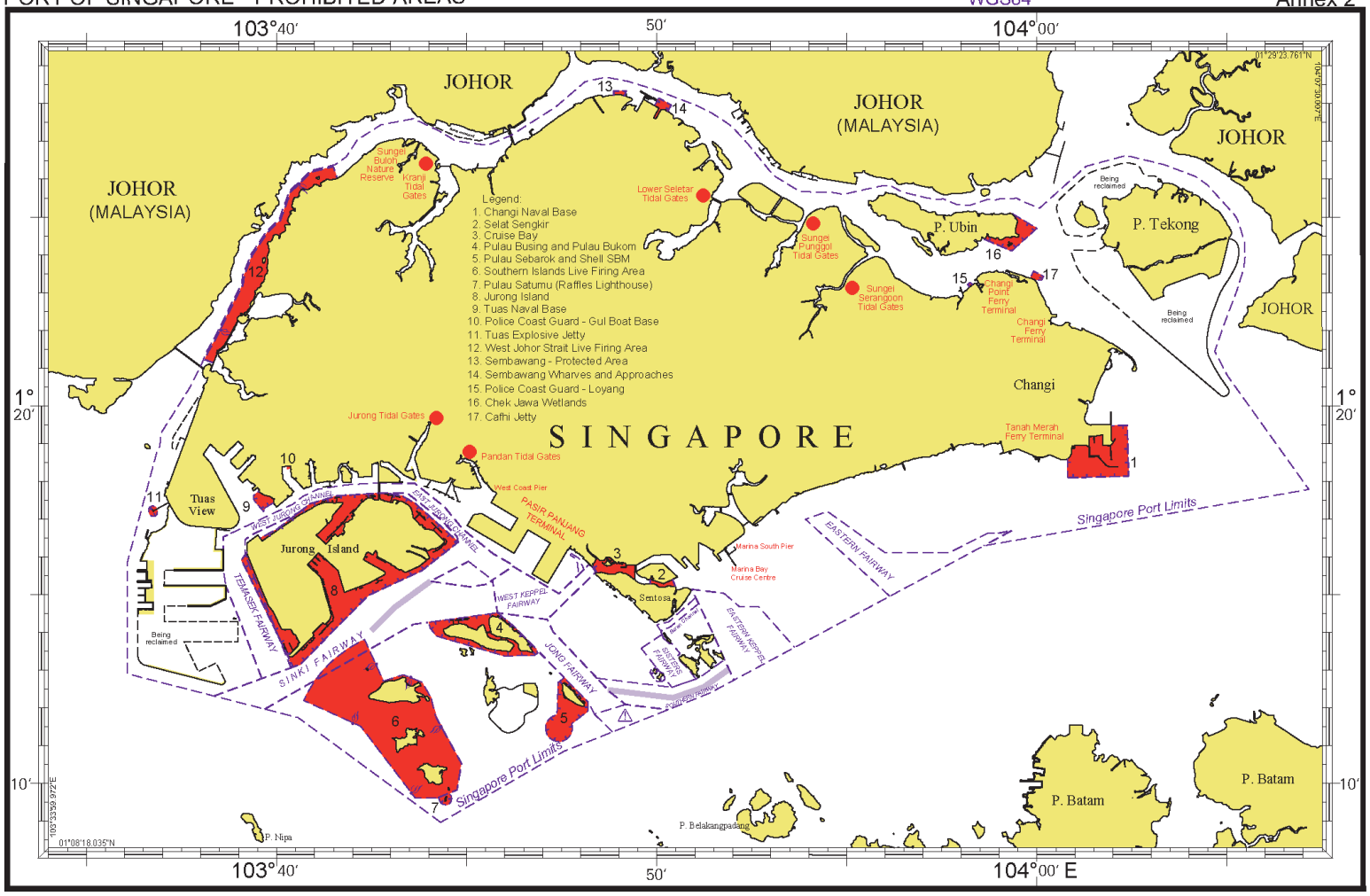
Port of Singapore – Prohibited Areas

[Back to page]

PORT OF SINGAPORE - PROHIBITED AREAS

WGS84

Annex 2



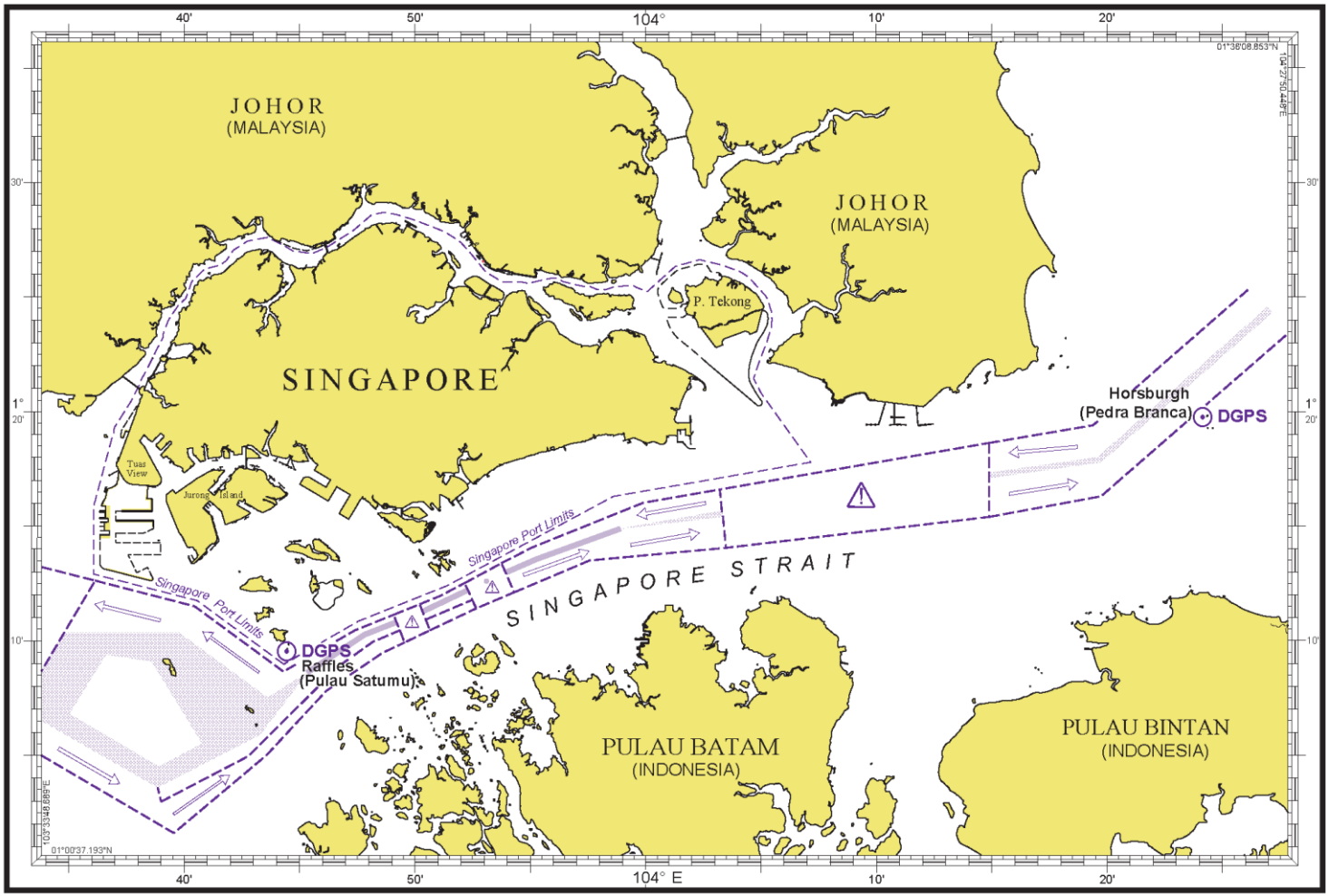
Return to Content page

CHARTLETS

Singapore DGPS Correction Service

[Back to page]

SINGAPORE DGPS CORRECTION SERVICE



Return to Content page