



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR No. 06 of 2015

26 May 2015

To: The Shipping Community
The Harbour Craft Community
The Pleasure Craft Community

REVISION OF ANCHORAGES, FAIRWAYS AND CHANNELS IN PORT

1 This circular supersedes Port Marine Circular No. 06 of 2012.

2 The Maritime and Port Authority of Singapore would like to bring to the attention of the shipping, harbour craft and pleasure craft communities that the anchorages, fairways and channels listed in the Second and Third Schedules to the MPA (Port) Regulations will be revised.

2 The key revisions are:

(a) The existing West Jurong Anchorage (Abbreviated Code AWJ) will be discontinued;

(b) The boundaries of the Temasek Fairway will be revised; and

(c) Additional types of vessels that can anchor in:

- (i) Selat Pauh Anchorage (Abbreviated Code ASPLU)
- (ii) Raffles Reserved Anchorage (Abbreviated Code ARAFR)
- (iii) LNG/LPG/Chemical Gas Vessel Anchorage (Abbreviated Code ALGAS)

These revisions will **come into effect on 1 June 2015**.

3 For ease of reference the list of designated anchorages, fairways and channels (as amended) in port is set out in **Appendix 1**.

4 The following chartlets attached illustrate the designated anchorages, fairways and channels in port:

- | | |
|--------------------------------------------------------------|-------------------|
| (a) Eastern Sector | Appendix 2 |
| (b) Jurong and Western Sector | Appendix 3 |
| (c) Port of Singapore – Anchorages,
Fairways and Channels | Appendix 4 |

5 This circular shall supersede Port Marine Circular No. 06 of 2012 with effect from 0001 hours (Local Time) on 1 June 2015.

6 We would like to remind the shipping, harbour craft and pleasure craft communities that any owner, agent, master or person-in-charge of a vessel who uses any anchorage, fairway or channel for a purpose other than that specified by the Authority or in a manner contrary to the Port Master's directions shall be guilty of an offence and shall be liable on conviction to a fine not exceeding \$5,000 and, in the case of a continuing offence, to a further fine not exceeding \$1,000 for every day or part of the day during which the offence continues after conviction.

7 The revised list of designated anchorages, fairways and channels that will be incorporated in the Second and Third Schedules to the MPA (Port) Regulations, as amended by the MPA (Port) (Amendment) Regulations 2012 is published in the Gazette. Copies of the legislation may be purchased from Toppan Leefung Pte Ltd or alternatively you may wish to download the Regulations electronically which will be available at <http://www.egazette.com.sg>.

Toppan Leefung Pte Ltd

Legal Publication
Great World City
East Tower, #18-01/06
1, Kim Seng Promenade
Singapore 237994
Tel: 6826 9691
Fax: 6820 3341
E-mail: legalpub@toppanleefung.com
Website: www.toppanleefung.com/webshop
Mon–Fri: 9.30am–6pm
Sat, Sun and Public Holidays: Closed.

8 Please contact the following officers if you have any queries:

- (a) Capt Dilshad Ahmad at DID (65) 6325 2419
- (b) Capt Chong Jia Chyuan at DID (65) 6773 7408
- (c) Mr Lawrence Koo at DID (65) 6325 2475

DAKNASH GANASEN
for CHIEF EXECUTIVE
MARITIME AND PORT AUTHORITY OF SINGAPORE

Designated Anchorages, Fairways and Channels in Port**1 DESIGNATED ANCHORAGES IN PORT****EASTERN SECTOR ANCHORAGES**

(1.1) **Changi Barge Temporary Holding Anchorage (Abbreviated Code ACBTH)** is bounded by a line joining the following geographical positions:

(1)	01°20.855'N	104°03.034'E
(2)	01°20.167'N	104°03.734'E
(3)	01°20.165'N	104°02.999'E
(4)	01°20.380'N	104°02.800'E
(1)	01°20.855'N	104°03.034'E

Purpose - For barges loaded with sand/granite waiting to proceed to an approved aggregate terminal in the East Johor Strait or as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.2) **Changi General Purposes Anchorage (Abbreviated Code: ACGP)** is bounded by a line joining the following geographical positions:

(5)	01°19.996'N	104°03.151'E
(6)	01°19.996'N	104°03.602'E
(7)	01°18.877'N	104°04.716'E
(8)	01°18.877'N	104°04.177'E
(5)	01°19.996'N	104°03.151'E

Purpose - For general purpose on prior permission of the Port Master.

***Note:** There is no change to this anchorage.

(1.3) **Man-of-War Anchorage (Abbreviated Code: AMOW)** is bounded by a line joining the following geographical positions:

(9)	01°18.883'N	104°03.554'E
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(10)	01°18.877'N	104°04.177'E
(11)	01°18.391'N	104°04.621'E
(12)	01°18.370'N	104°03.554'E
(9)	01°18.883'N	104°03.554'E

Purpose – For visiting warships.

***Note:** There is no change to this anchorage.

(1.4) **Eastern Bunkering “A” Anchorage (Abbreviated Code: AEBA)** is bounded by a line joining the following geographical positions:

(13)	01°18.354'N	104°02.794'E
(14)	01°18.402'N	104°05.186'E
(15)	01°17.844'N	104°05.742'E
(16)	01°17.330'N	104°02.795'E
(13)	01°18.354'N	104°02.794'E

Purpose - For vessels of 20,000 GT and above, other than Liquefied Petroleum Gas (LPG) vessels, Liquefied Natural Gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

***Note:** There is no change to this anchorage.

(1.5) **Small Craft “B” Anchorage (Abbreviated Code: ASCB)** is bounded by a line joining the following geographical positions:

(17)	01°18.297'N	103°58.978'E
(18)	01°18.297'N	103°59.853'E
(19)	01°18.000'N	104°00.420'E
(20)	01°18.000'N	103°58.978'E
(17)	01°18.297'N	103°58.978'E

Purpose - For harbour tugs, pontoons, barges and other small craft, including fishing vessels. There is a 30-metre height¹ restriction.

¹ HEIGHT – 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 and the extended height exceeds the heights of its cargo or fixed structures or equipment

***Note:** There is no change to this anchorage.

(1.6) **Eastern Petroleum “C” Anchorage (Abbreviated Code: AEPBC)** is bounded by a line joining the following geographical positions:

(21)	01°18.000'N	103°58.978'E
(22)	01°18.000'N	104°00.420'E
(23)	01°17.647'N	104°01.095'E
(24)	01°17.497'N	103°58.978'E
(21)	01°18.000'N	103°58.978'E

Purpose - For tankers of less than 10,000 GT loaded with petroleum, non-gas free vessels and tankers. There is a 30-metre height restriction.

***Note:** There is no change to this anchorage.

(1.7) **Eastern Bunkering “B” Anchorage (Abbreviated Code: AEBB)** is bounded by a line joining the following geographical positions:

(25)	01°17.497'N	103°58.978'E
(26)	01°17.647'N	104°01.095'E
(27)	01°17.154'N	104°01.664'E
(28)	01°16.626'N	103°58.978'E
(25)	01°17.497'N	103°58.978'E

Purpose - For vessels of 20,000 GT and above, other than Liquefied Petroleum Gas (LPG) vessels, Liquefied Natural Gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme. Height restriction of 49 metre is applicable.

***Note:** There is no change to this anchorage.

(1.8) **Small Craft “A” Anchorage (Abbreviated Code: ASCA)** is bounded by a line joining the following geographical positions:

on board, the highest point shall be the maximum height attainable by these structures when fully extended. The height must be verifiable with the appropriate plans or documents carried on board the vessel.

(29)	01°18.297'N	103°57.333'E
(30)	01°18.297'N	103°58.710'E
(31)	01°18.000'N	103°58.710'E
(32)	01°18.000'N	103°56.573'E
(29)	01°18.297'N	103°57.333'E

Purpose - For harbour tugs, pontoons, barges and other small craft, including fishing vessels. There is a 30-metre height restriction.

***Note:** There is no change to this anchorage.

(1.9) **Eastern Petroleum “B” Anchorage (Abbreviated Code: AEPBB)** is bounded by a line joining the following geographical positions:

(33)	01°18.000'N	103°56.573'E
(34)	01°18.000'N	103°58.710'E
(35)	01°17.498'N	103°58.710'E
(36)	01°17.498'N	103°56.000'E
(37)	01°17.776'N	103°56.000'E
(33)	01°18.000'N	103°56.573'E

Purpose – For tankers of less than 10,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance. Height restriction limit is applicable. Vessels greater than 30 metre in height are not allowed to anchor within the 30 metre height restriction area limits as demarcated on the navigational chart.

***Note:** There is no change to this anchorage.

(1.10) **Eastern Special Purposes “A” Anchorage (Abbreviated Code: AESPA)** is bounded by a line joining the following geographical positions:

(38)	01°17.776'N	103°56.000'E
(39)	01°17.498'N	103°56.000'E
(40)	01°17.498'N	103°58.710'E
(41)	01°16.630'N	103°58.710'E
(42)	01°16.630'N	103°55.286'E
(43)	01°17.204'N	103°54.489'E

(38)	01°17.776'N	103°56.000'E
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Purpose - For vessels under arrest, damaged vessels, deep draught vessels, vessels requiring repairs, and other vessels with prior permission of the Port Master. Height restriction limit is applicable. Vessels greater than 49 metre in height are not allowed to anchor within the 49 metre height restriction area limits as demarcated on the navigational chart.

***Note:** There is no change to this anchorage.

(1.11) **Eastern Bunkering “C” Anchorage (Abbreviated Code: AEBC)** is bounded by a line joining the following geographical positions:

(44)	01°16.630'N	103°55.286'E
(45)	01°16.630'N	103°58.710'E
(46)	01°16.107'N	103°57.682'E
(47)	01°16.107'N	103°56.012'E
(44)	01°16.630'N	103°55.286'E

Purpose - For vessels of 20,000 GT and above, other than Liquefied Petroleum Gas (LPG) vessels, Liquefied Natural Gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

***Note:** There is no change to this anchorage.

(1.12) **Eastern Anchorage (Abbreviated Code: AEW)** is bounded by a line joining the following geographical positions:

(48)	01°15.038'N	103°51.766'E
(49)	01°15.409'N	103°51.727'E
(50)	01°15.764'N	103°52.212'E
(51)	01°16.028'N	103°52.022'E
(52)	01°16.173'N	103°52.222'E
(53)	01°16.333'N	103°52.107'E
(54)	01°16.563'N	103°52.427'E
(55)	01°16.441'N	103°52.493'E
(56)	01°16.620'N	103°52.716'E

(57)	01°16.680'N	103°52.628'E
(58)	01°17.000'N	103°53.095'E
(59)	01°17.000'N	103°53.911'E
(60)	01°16.112'N	103°54.876'E
(61)	01°14.680'N	103°52.679'E
(62)	01°14.680'N	103°52.179'E
(63)	01°15.066'N	103°52.294'E
(64)	01°15.241'N	103°52.119'E
(65)	01°15.013'N	103°51.795'E
(48)	01°15.038'N	103°51.766'E

Purpose – For general purposes of receiving stores, water and bunkers, and waiting for berth facilities by vessels other than non-gas free petroleum vessels, liquefied natural gas vessels, liquefied petroleum gas vessels and chemical vessels.

***Note:** There is no change to this anchorage.

(1.13) **Eastern Holding “C” Anchorage (Abbreviated Code: AEHC)** is bounded by a line joining the following geographical positions:

(66)	01°15.013'N	103°51.795'E
(67)	01°15.241'N	103°52.119'E
(68)	01°15.066'N	103°52.294'E
(69)	01°14.680'N	103°52.179'E
(66)	01°15.013'N	103°51.795'E

Purpose – For port limit tankers that are waiting to service vessels in Keppel Harbour.

***Note:** There is no change to this anchorage.

(1.14) **Eastern Petroleum “A” Anchorage (Abbreviated Code: AEPA)** is bounded by a line joining the following geographical positions:

(70)	01°15.430'N	103°53.812'E
(71)	01°16.112'N	103°54.876'E
(72)	01°15.314'N	103°55.743'E

(73)	01°14.684'N	103°54.580'E
(70)	01°15.430'N	103°53.812'E

Purpose – For tankers 20,000 GT and above loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

***Note:** There is no change to this anchorage.

(1.15) **Eastern Holding “A” Anchorage (Abbreviated Code: AEHA)** is bounded by a line joining the following geographical positions:

(74)	01°14.684'N	103°54.580'E
(75)	01°15.314'N	103°55.743'E
(76)	01°15.043'N	103°56.037'E
(77)	01°14.684'N	103°55.376'E
(74)	01°14.684'N	103°54.580'E

Purpose - For vessels as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.16) **Eastern Holding “B” Anchorage (Abbreviated Code: AEHB)** is bounded by a line joining the following geographical positions:

(78)	01°14.680'N	103°52.679'E
(79)	01°15.122'N	103°53.355'E
(80)	01°14.447'N	103°54.062'E
(81)	01°14.000'N	103°53.280'E
(78)	01°14.680'N	103°52.679'E

Purpose - For vessels as directed by the Port Master.

***Note:** There is no change to this anchorage.

WESTERN SECTOR ANCHORAGES

(1.17) **Western Quarantine & Immigration Anchorage (Abbreviated Code: AWQI)** is bounded by a line joining the following geographical positions:

(82)	01°13.130'N	103°48.580'E
(83)	01°13.580'N	103°49.592'E
(84)	01°13.147'N	103°49.929'E
(85)	01°12.797'N	103°49.746'E
(86)	01°12.747'N	103°49.029'E
(82)	01°13.130'N	103°48.580'E

Purpose - For vessels requiring quarantine and immigration clearance.

***Note:** There is no change to this anchorage.

(1.18) **Western Anchorage (Abbreviated Code: AWW)** is bounded by a line joining the following geographical positions:

(87)	01°15.020'N	103°47.806'E
(88)	01°15.379'N	103°48.172'E
(89)	01° 14.564'N	103° 49.098'E
(90)	01° 13.580'N	103° 49.592'E
(91)	01° 13.329'N	103° 49.028'E
(87)	01°15.020'N	103°47.806'E

Purpose – For general purposes of receiving stores, water and bunkers, and waiting for berth facilities in the west by vessels other than non-gas free petroleum vessels, liquefied natural gas vessels, liquefied petroleum gas vessels and chemical vessels.

***Note:** There is no change to this anchorage.

(1.19) **Western Petroleum “A” Anchorage (Abbreviated Code: AWPA)** is bounded by a line joining the following geographical positions:

(92)	01°14.545'N	103°47.323'E
(93)	01°15.020'N	103°47.806'E
(94)	01°14.223'N	103°48.383'E
(95)	01°13.951'N	103°47.752'E
(92)	01°14.545'N	103°47.323'E

Purpose – For vessels of 10,000 GT and below loaded with petroleum and non-gas free vessels.

***Note:** There is no change to this anchorage.

(1.20) **Western Holding Anchorage (Abbreviated Code: AWH)** is bounded by a line joining the following geographical positions:

(96)	01°14.345'N	103°47.118'E
(97)	01°14.545'N	103°47.323'E
(98)	01°13.951'N	103°47.752'E
(99)	01°13.823'N	103°47.456'E
(100)	01°14.016'N	103°47.275'E
(96)	01°14.345'N	103°47.118'E

Purpose – For vessels as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.21) **Western Petroleum “B” Anchorage (Abbreviated Code: AWPB)** is bounded by a line joining the following geographical positions:

(101)	01°13.823'N	103°47.456'E
(102)	01°14.223'N	103°48.383'E
(103)	01°13.329'N	103° 49.028'E
(104)	01°12.981'N	103°48.246'E
(101)	01°13.823'N	103°47.456'E

Purpose – For tankers of more than 10,000 GT but not exceeding 50,000 GT loaded with petroleum, non-gas free vessels and tankers requiring immigration clearance.

***Note:** There is no change to this anchorage.

(1.22) **Selat Pauh Anchorage (Abbreviated Code: ASPLU)** is bounded by a line joining the following geographical positions:

(105)	01°13.664'N	103°42.833'E
(106)	01°13.780'N	103°43.047'E
(107)	01°13.480'N	103°43.747'E

(108)	01°13.314'N	103°44.914'E
(109)	01°13.414'N	103°45.463'E
(110)	01°13.180'N	103°45.515'E
(111)	01°12.814'N	103°44.547'E
(112)	01°12.814'N	103°43.563'E
(113)	01°12.922'N	103°43.270'E
(114)	01°13.234'N	103°43.366'E
(105)	01°13.664'N	103°42.833'E

Purpose – For vessels under arrest, laid-up vessels, offshore supply vessels and other vessels with prior permission of the Port Master.

***Note:** Offshore supply vessels have been added in the purpose to this anchorage.

(1.23) **Selat Pauh Petroleum Anchorage (Abbreviated Code: ASPP)** is bounded by a line joining the following geographical positions:

(115)	01°13.524'N	103°42.576'E
(116)	01°13.664'N	103°42.833'E
(117)	01°13.234'N	103°43.366'E
(118)	01°12.922'N	103°43.270'E
(119)	01°13.047'N	103°42.930'E
(120)	01°12.991'N	103°42.826'E
(115)	01°13.524'N	103°42.576'E

Purpose — For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Channel and Pesek Basin or as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.24) **Raffles Petroleum Anchorage (Abbreviated Code: ARP)** is bounded by a line joining the following geographical positions:

(121)	01°12.046'N	103°44.172'E
(122)	01°12.244'N	103°44.409'E
(123)	01°11.805'N	103°45.038'E
(124)	01°11.368'N	103°44.513'E

(121) 01°12.046'N 103°44.172'E

Purpose - For port limit tankers waiting to service vessels at the anchorages in the Jurong Sector, waiting for berth facilities in the West Jurong Channel and Pesek Basin or as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.25) **Raffles Reserved Anchorage (Abbreviated Code: ARAFR)** is bounded by a line joining the following geographical positions:

(125)	01°11.368'N	103°44.513'E
(126)	01°11.805'N	103°45.038'E
(127)	01°11.347'N	103°45.697'E
(128)	01°10.397'N	103°45.000'E
(125)	01°11.368'N	103°44.513'E

Purpose – For lash ship operations, vessels requiring emergency repairs, damaged vessels, floating production storage and offloading vessels and other vessels as directed by the Port Master.

***Note:** Floating production storage and offloading vessels have been added in the purpose to this anchorage.

JURONG SECTOR ANCHORAGES

(1.26) **Sudong Petroleum Holding Anchorage (Abbreviated Code: ASPH)** is bounded by a line joining the following geographical positions:

(129)	01°10.065'N	103°43.171'E
(130)	01°09.770'N	103°43.394'E
(131)	01°09.713'N	103°43.313'E
(132)	01°09.905'N	103°43.054'E
(129)	01°10.065'N	103°43.171'E

Purpose – For port limit tankers waiting to service vessels at Sudong anchorages.

***Note:** There is no change to this anchorage.

(1.27) **Sudong Bunkering “B” Anchorage (Abbreviated Code: ASUBB)** is bounded by a line joining the following geographical positions:

(133)	01°10.742'N	103°42.660'E
(134)	01°10.065'N	103°43.171'E
(135)	01°09.905'N	103°43.054'E
(136)	01°10.388'N	103°42.402'E
(133)	01°10.742'N	103°42.660'E

Purpose - For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

***Note:** There is no change to this anchorage.

(1.28) **Sudong Explosive Anchorage (Abbreviated Code: ASUEX)** is bounded by a line joining the following geographical positions:

(137)	01°11.426'N	103°42.144'E
(138)	01°10.742'N	103°42.660'E
(139)	01°10.388'N	103°42.402'E
(140)	01°10.884'N	103°41.732'E
(137)	01°11.426'N	103°42.144'E

Purpose – For vessels and small craft loading or discharging explosives and Group 1 dangerous goods, and vessels in transit with such cargo on board and other vessels as directed by the Port Master.

***Note:** There is no change for this anchorage.

(1.29) **Sudong Special Purpose Anchorage (Abbreviated Code: ASSPU)** is bounded by a line joining the following geographical positions:

(141)	01°11.757'N	103°41.418'E
(142)	01°11.426'N	103°42.144'E
(143)	01°10.884'N	103°41.732'E
(144)	01°11.365'N	103°41.081'E

(141) 01°11.757'N 103°41.418'E

Purpose - For VLCCs of 75,000 GT and above requiring immigration clearance and other vessels as directed by the Port Master.

***Note:** There is no change to this anchorage.

(1.30) **Sudong Bunkering “A” Anchorage (Abbreviated Code: ASUBA)** is bounded by a line joining the following geographical positions:

(145)	01°12.169'N	103°40.514'E
(146)	01°11.757'N	103°41.418'E
(147)	01°11.365'N	103°41.081'E
(148)	01°11.746'N	103°40.566'E
(149)	01°11.780'N	103°40.436'E
(145)	01°12.169'N	103°40.514'E

Purpose - For vessels of 20,000 GT and above, other than liquefied petroleum gas (LPG) vessels, liquefied natural gas (LNG) vessels, chemical tankers, oil rigs and drill ships, to take bunkers under the Special Bunkering Anchorage Scheme.

***Note:** There is no change to this anchorage.

(1.31) **Sudong Holding Anchorage (Abbreviated Code: ASH)** is bounded by a line joining the following geographical positions:

(150)	01°12.277'N	103°40.277'E
(151)	01°12.234'N	103°40.372'E
(152)	01°11.823'N	103°40.273'E
(153)	01°11.938'N	103°39.825'E
(150)	01°12.277'N	103°40.277'E

Purpose - Temporary holding anchorage with prior permission of the Port Master.

***Note:** There is no change to this anchorage.

(1.32) **LNG/LPG/Chemical Gas Vessel Anchorage (Abbreviated Code: ALGAS)** is bounded by a line joining the following geographical positions:

(154)	01°13.807'N	103°37.661'E
(155)	01°14.505'N	103°39.155'E
(156)	01°13.780'N	103°39.501'E
(157)	01°13.064'N	103°38.013'E
(154)	01°13.807'N	103°37.661'E

Purpose – For barges, liquefied natural gas vessels, liquefied petroleum gas vessels, non-gas free liquefied natural gas vessels, non-gas free liquefied petroleum gas vessels, non-gas free chemical vessels, chemical tankers and oil tankers requiring immigration clearance.

***Note:** Barges have been added in the purpose to this anchorage.

(1.33) **Very Large Crude Vessel Anchorage (Abbreviated Code: AVLCC)**
is bounded by a line joining the following geographical positions:

(158)	01°13.289'N	103°38.480'E
(159)	01°13.780'N	103°39.501'E
(160)	01°12.967'N	103°39.478'E
(161)	01°12.641'N	103°38.800'E
(158)	01°13.289'N	103°38.480'E

Purpose - For VLCCs loaded with crude oil.

***Note:** There is no change to this anchorage.

2 **DESIGNATED FAIRWAYS AND CHANNELS IN PORT**

(2.1) **Eastern Fairway** is bounded by a line joining the following geographical positions:

(162)	01°17.204'N	103°54.489'E
(163)	01°16.107'N	103°56.012'E
(164)	01°16.107'N	103°57.682'E
(165)	01°16.630'N	103°58.710'E
(166)	01°16.626'N	103°58.977'E

(167)	01°16.698'N	103°59.341'E
(168)	01°14.960'N	103°56.128'E
(169)	01°17.000'N	103°53.911'E
(162)	01°17.204'N	103°54.489'E

***Note:** There is no change to this fairway.

(2.2) **Eastern Corridor** is bounded by a line joining the following geographical positions:

(170)	01°15.430'N	103°53.812'E
(171)	01°14.322'N	103°54.954'E
(172)	01°14.060'N	103°54.468'E
(173)	01°15.122'N	103°53.355'E
(170)	01°15.430'N	103°53.812'E

***Note:** There is no change to the limits of this channel.

(2.3) **East Keppel Fairway** is bounded by a line joining the following geographical positions:

(174)	01°15.142'N	103°50.917'E
(175)	01°15.038'N	103°51.766'E
(176)	01°15.013'N	103°51.795'E
(177)	01°14.680'N	103°52.179'E
(178)	01°14.680'N	103°52.679'E
(179)	01°13.608'N	103°53.624'E
(180)	01°12.741'N	103°52.032'E
(181)	01°13.340'N	103°51.754'E
(182)	01°13.941'N	103°51.495'E
(174)	01°15.142'N	103°50.917'E

***Note:** There is no change to this fairway.

(2.4) **Buran Channel** is an area bounded by a line joining the following geographical positions:

(183)	01°14.924'N	103°51.023'E
(184)	01°14.763'N	103°51.100'E
(185)	01°14.141'N	103°50.347'E
(186)	01°14.046'N	103°50.104'E
(187)	01°14.201'N	103°50.000'E
(188)	01°14.282'N	103°50.317'E
(183)	01°14.924'N	103°51.023'E

***Note:** There is no change to the limits of this channel.

(2.5) **Sisters Fairway** is an area bounded by a line joining the following geographical positions (it shall be bounded by the coastline whenever the line meets the coastline):

(189)	01°13.580'N	103°49.592'E
(190)	01°13.983'N	103°50.192'E
(191)	01°13.729'N	103°50.378'E
(192)	01°13.392'N	103°50.654'E
(193)	01°12.797'N	103°51.113'E
(194)	01°12.548'N	103°50.397'E
(189)	01°13.580'N	103°49.592'E

***Note:** There is no change to the limits of this fairway.

(2.6) **Southern Fairway is bounded by** a line joining the following geographical positions:

(195)	01°12.790'N	103°48.425'E
(196)	01°12.548'N	103°50.397'E
(197)	01°12.797'N	103°51.113'E
(198)	01°13.280'N	103°51.782'E
(199)	01°12.741'N	103°52.032'E
(200)	01°12.397'N	103°51.397'E
(201)	01°11.955'N	103°50.299'E
(202)	01°12.093'N	103°49.179'E

(203)	01°12.419'N	103°48.773'E
(195)	01°12.790'N	103°48.425'E

***Note:** There is no change to the limits of this fairway.

(2.7) **Jong Fairway** is bounded by a line joining the following geographical positions:

(204)	01°14.521'N	103°45.809'E
(205)	01°14.345'N	103°47.118'E
(206)	01°14.016'N	103°47.275'E
(207)	01°13.823'N	103°47.456'E
(208)	01°12.981'N	103°48.246'E
(209)	01°12.419'N	103°48.773'E
(210)	01°12.093'N	103°49.179'E
(211)	01°11.839'N	103°48.358'E
(212)	01°12.152'N	103°48.200'E
(213)	01°14.183'N	103°46.222'E
(204)	01°14.521'N	103°45.809'E

***Note:** There is no change to the limits of this fairway.

(2.8) **West Keppel Fairway** is bounded by a line joining the following geographical positions:

(214)	01°15.391'N	103°45.677'E
(215)	01°15.848'N	103°46.366'E
(216)	01°15.523'N	103°46.603'E
(217)	01°15.189'N	103°47.159'E
(218)	01°16.115'N	103°47.707'E
(219)	01°15.746'N	103°48.307'E
(220)	01°15.595'N	103°48.392'E
(221)	01°14.345'N	103°47.118'E
(222)	01°14.521'N	103°45.809'E
(214)	01°15.391'N	103°45.677'E

***Note:** There is no change to the limits of this fairway.

(2.9) **East Jurong Channel** is bounded by a line joining the following geographical positions:

(223)	01°17.955'N	103°42.713'E
(224)	01°17.948'N	103°43.634'E
(225)	01°17.335'N	103°44.408'E
(226)	01°16.741'N	103°44.895'E
(227)	01°16.087'N	103°45.692'E
(228)	01°15.768'N	103°46.245'E
(229)	01°15.391'N	103°45.677'E
(230)	01°15.881'N	103°45.047'E
(231)	01°16.396'N	103°44.777'E
(232)	01°16.551'N	103°44.741'E
(233)	01°17.017'N	103°44.286'E
(234)	01°17.688'N	103°43.439'E
(235)	01°17.696'N	103°42.866'E
(236)	01°17.687'N	103°42.710'E
(223)	01°17.955'N	103°42.713'E

***Note:** There is no change to the limits of this channel.

(2.10) **West Jurong Channel** is bounded by a line joining the following geographical positions:

(237)	01°16.028'N	103°38.429'E
(238)	01°16.368'N	103°38.698'E
(239)	01°16.910'N	103°39.767'E
(240)	01°17.153'N	103°40.112'E
(241)	01°17.608'N	103°40.701'E
(242)	01°17.797'N	103°41.098'E
(243)	01°17.910'N	103°41.848'E
(244)	01°17.964'N	103°42.682'E
(245)	01°17.685'N	103°42.679'E
(246)	01°17.621'N	103°41.596'E
(247)	01°17.413'N	103°40.892'E
(248)	01°16.937'N	103°40.275'E

(249)	01°16.674'N	103°39.903'E
(250)	01°16.435'N	103°39.433'E
(251)	01°15.922'N	103°39.077'E
(237)	01°16.028'N	103°38.429'E

***Note:** There is no change to the limits of this channel.

(2.11) **Temasek Fairway** is bounded by a line joining the following geographical positions:

(252)	01°16.121'N	103°39.216'E
(253)	01°15.627'N	103°39.216'E
(254)	01°13.084'N	103°40.433'E
(255)	01°12.729'N	103°39.472'E
(256)	01°13.780'N	103°39.501'E
(257)	01°15.440'N	103°38.709'E
(258)	01°16.374'N	103°38.709'E
(252)	01°16.121'N	103°39.216'E

***Note:** The limits of the fairway have been revised to cater for the Tuas Port development.

(2.12) **Sinki Fairway** is bounded by a line joining the following geographical positions:

(259)	01°12.317'N	103°38.355'E
(260)	01°13.152'N	103°40.617'E
(261)	01°14.974'N	103°42.403'E
(262)	01°15.639'N	103°43.817'E
(263)	01°16.396'N	103°44.777'E
(264)	01°15.881'N	103°45.047'E
(265)	01°15.355'N	103°44.044'E
(266)	01°15.208'N	103°45.090'E
(267)	01°15.284'N	103°45.572'E
(268)	01°15.391'N	103°45.677'E
(269)	01°14.521'N	103°45.809'E
(270)	01°14.215'N	103°43.597'E
(271)	01°11.972'N	103°39.690'E

(259) 01°12.317'N 103°38.355'E

***Note:** There is no change to the limits of this fairway.

ANCHORAGES, FAIRWAYS AND CHANNELS IN THE EASTERN SECTOR

Appendix 2





