



ST. VINCENT AND THE GRENADINES

MARITIME ADMINISTRATION

**CIRCULAR N° GEN 009**

**INFORMATION CONCERNING ANCHORING IN  
THE TRAFFIC SEPARATION SCHEME IN THE STRAITS  
OF MALACCA AND SINGAPORE**

**IMO Circular SN.1/Circ.282**

**TO:** **SHIPOWNERS, SHIPS' OPERATORS AND  
MANAGERS, MASTERS**

**APPLICABLE TO:** All vessels  
**EFFECTIVE AS FROM:** Date of this Circular

Monaco, 19<sup>th</sup> January 2010

This Administration highlights the importance of the implementation of annexed Circular SN.1/Circ.282 concerning anchoring in the traffic separation scheme in the Straits of Malacca and Singapore.

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**IMO**

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Ref. T2-OSS/2.7.1

SN.1/Circ.282  
27 November 2009

**SAFETY OF NAVIGATION**

**INFORMATION CONCERNING ANCHORING IN THE  
TRAFFIC SEPARATION SCHEME IN THE STRAITS OF  
MALACCA AND SINGAPORE**

1 At the request of the Governments of Indonesia, Malaysia and Singapore, the information contained in the annex, concerning anchoring in the traffic separation scheme in the Straits of Malacca and Singapore, is brought to the attention of Member Governments.

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**ANNEX**

**PROHIBITION OF ANCHORING IN  
THE STRAITS OF MALACCA AND SINGAPORE**

There has been a proliferation of vessels anchoring within the Traffic Separation Scheme (TSS) and Precautionary Areas in the Straits of Malacca and Singapore as well as between the landward limits of the TSS and approaches to the ports. These vessels pose a risk to the safety of navigation by obstructing port approaches and traffic flow.

There have been several reported cases of collision incidents involving vessels as well as reports on submarine cable damage caused by such indiscriminate anchoring of vessels at non designated anchorages along the Straits of Malacca and Singapore.

Mariners are therefore reminded not to anchor in all areas in the TSS of the Straits of Malacca and Singapore (Rule 10 (g) of the COLREGs also refers); as well as between the landward limits of the TSS and approaches to the ports. Vessels entering any port in any of the littoral States are to anchor in the anchorages designated by the respective littoral States only.

Mariners are hereby given notice that the Maritime Authorities of Indonesia, Malaysia and Singapore will closely monitor the identities and locations of vessels that are anchoring indiscriminately. The relevant authority will take appropriate action including reporting to the flag State of the vessel.

Where submarine cable damage occurs, the relevant authority will promptly share information with the cable owner(s) and other interested parties to facilitate legal proceedings to recover compensation from the owners and masters of vessels responsible for the damage.

In exceptional circumstances such as an emergency where anchoring cannot be avoided, mariners are advised to carefully ascertain the location of submarine cables from nautical charts and publications to avoid anchoring over these cables.

Dated: 6 November 2009

Issued by: Directorate General of Sea Transportation, Indonesia  
Marine Department of Malaysia  
Maritime and Port Authority of Singapore