

MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR NO 13 OF 1999

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Shipping Community Harbour Craft Community

NAVIGATION IN THE SINGAPORE STRAIT TRAFFIC SEPARATION SCHEME (TSS)

1 The Singapore Strait is a relatively narrow and a busy waterway used by all types of vessels including Very Large Crude Carriers (VLCCs), ferries, steel barges under tow and fishing vessels.

2 For safety of navigation, masters and watchkeeping officers of vessels, in particular, **ferries and barges under tow** when crossing or navigating in the Singapore Strait are reminded to comply with Rule 10 (Traffic Separation Schemes) of the International Regulations for Preventing Collisions at Sea, 1972.

3 In this regard, special attention shall be paid to Rule 10 (b), 10(c) and 10 (h) of the International Regulations for Preventing Collisions at Sea, 1972 which is reproduced below:-

<u>Rule 10 (b)</u>

A vessel using a traffic separation scheme shall:

- (i) proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
- (ii) so far as practicable keep clear of a traffic separation line or separation zone;
- (iii) normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.

<u>Rule 10 (c)</u>

A vessel shall so far as practicable avoid crossing traffic lanes, but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.

<u>Rule 10 (h)</u>

A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.

4 Masters and watchkeeping officers of vessels are also advised to take extra precaution including keeping a proper lookout and proceeding at a safe speed when navigating in the TSS in the Singapore Strait.

5 Shipowners, Managers and Agents are requested to bring the contents of this circular to the attention of masters and officers.

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