



A Member of  **MMC** Group

MARINE INFORMATION GUIDELINE

TABLE OF CONTENTS

CONTENTS	PAGE
1. General Information	3 – 6
2. Communication	6
3. Marine Crafts	6
4. Charges for Account Vessel	7
5. Authorities	7
6. Fresh water Supply	7
7. Bunkering Facilities	7 – 8
8. Wharf Parameters	9 – 10
9. Tables of Course and Distance	11
10. Telephone Directory	11
11. Terms and Conditions of Business (APPENDIX 1)	12 - 13
12. Approach Channel and Anchorage Area Chart (APPENDIX 2)	14

**GENERAL DIRECTIONS FOR NAVIGATION
PELABUHAN TANJUNG PELEPAS
MARINE INFORMATION GUIDELINE**

Position : Lat. 01° 21'. 4 N, Long. 103° 33'. 0 E
 Charts : MAL 5123, BA 2570, BA 2587, BA 3833
 Local Time : GMT + 8

1.0 GENERAL INFORMATION

Port of Tanjung Pelepas is managed and operated by Pelabuhan Tanjung Pelepas Sdn Bhd (PTP).

The port has a linear wharf with 360 meters length per berth and a total of 14 berths with total length of 5040 meters.

The declared depth of the channel, wharf and the turning basin is as follows:

BERTH NO	DISP TONNAGE	BERTH LENGTH/ CHANNEL WIDTH	DECLARED DEPTH(ACD)
ACCESS CHANNEL TO TG PELEPAS PORT		420 M X 7,000 M	18.0 METRES
BERTH 1	119 300 t	360 METRES	15.3 METRES
BERTH 2	119 300 t	360 METRES	15.3 METRES
BERTH 3	119 300 t	360 METRES	15.3 METRES
BERTH 4	119 300 t	360 METRES	15.3 METRES
BERTH 5	250 000 t	360 METRES	16.5 METRES
BERTH 6	250 000 t	360 METRES	16.5 METRES
BERTH 7	250 000 t	360 METRES	18.4 METRES
BERTH 8	250 000 t	360 METRES	18.4 METRES
BERTH 9	250 000 t	360 METRES	18.4 METRES
BERTH 10	250 000 t	360 METRES	18.4 METRES
BERTH 11	250 000 t	360 METRES	18.4 METRES
BERTH 12	250 000 t	360 METRES	18.4 METRES
BERTH 13	250 000 t	360 METRES	19.0 METRES
BERTH 14	250 000 t	360 METRES	19.0 METRES
TURNING BASIN PHASE I PHASE 2		600 X 2160 M 600 X 3250 M	18.0 METRES 18.0 METRES

1.1 GENERAL DIRECTIONS FOR NAVIGATION

1.1.1 This General Directions are in compliance with the Port Authority Act 1963, Port By-Laws 2000 and Notices to Mariners.

1.2 APPROACHES AND PILOT BOARDING AREA

1.2.1 Port of Tanjung Pelepas can be approached via the Southern entrance. Tanjung Pelepas dredged channel. This channel is 420 meters wide and 3.6 nm in length. The declared depth is 18.0 meters ACD at approach channel and 18 meters at Phase 2 turning basin.

1.2.2 The pilot boarding area is located at **Lat. 01°13.93 N, Long 103°31.87 E**. A vessel waiting for the pilot can drift about 1 mile south of the above position.

1.3 PORT AND PILOTAGE LIMIT

1.3.1 The areas enclosed by the following imaginary lines:

- A) From a point at Latitude 01° 15'.9 North., Longitude 103° 31'.1 East, directly to
- B) Latitude 01° 15'.45' North, Longitude 103° 30'.65 East, thence directly to
- C) Latitude 01° 14'.50' North, Longitude 103° 29'.60 East, thence directly to
- D) Latitude 01° 13'.50' North, Longitude 103° 33'.57 East, thence directly to
- E) Latitude 01° 15'.35 North, Longitude 103° 33'.94 East, thence directly to
- F) Latitude 01° 15'.95 North, Longitude 103° 35'.11 East, thence directly to
- G) Latitude 01° 18'.00 North, Longitude 103° 36'.00 East, thence directly to
- H) Latitude 01° 21'.15 North, Longitude 103° 37'.65 East, thence directly to
- I) Latitude 01° 21'. 45 North, Longitude 103° 37'. 25 East, thence along coastline westward returning to position (A), including all rivers and tributaries flowing into these waters navigable by seagoing vessels and all piers, jetties, landing places, wharves, quays, docks and other similar works whether within or without the high water mark and any portion of shore or bank within 45.72 meters of high water mark, subject to any rights of existing private properties.

1.4 ANCHORAGES

Anchoring within the Tanjung Pelepas Port Limit shall be at the designated anchorage areas bounded by the following coordinates:

1.4.1 General Purpose Anchorage Area

The area enclosed by the following imaginary lines:

A	From Latitude 1°16'.67 North	103° 34'.96 East to
B	1°15'.16 North	103° 34'.96 East to
C	1°13'.50 North	103° 34'.65 East to

D	1°15'.36 North	103° 33'.00 East to
E	Hence North East to position A	

1.4.2 Explosives and Hazardous Cargo Anchorage

The area enclosed by the following imaginary lines:

A	From Latitude 1°16'.67 North	103° 34'.96 East to
B	1°16'.67 North	103° 35'.59 East to
C	1°15'.46 North	103° 35'.59 East to
D	1°15'.16 North	103° 34'.96 East
E	Hence North to position A	

1.5 **MOVEMENT OF VESSELS IN PORT**

Prior permission must be obtained from the Tanjung Pelepas Port Control office for any vessel movement. All vessels operating within the port limit are under the surveillance of the Vessels Traffic Management System (VTMS) and pilotage is mandatory for ship LOA more than 15 metres.

1.6 **PILOTAGE**

1.6.1 Pilotage is compulsory within the limit of the Tanjung Pelepas Port and the service is provided by Port of Tanjung Pelepas Sdn Bhd round the clock. Minimum 7 days notification of ETA shall be given to Port Control Centre. Vessel call are to be registered in the Marine Resource Management System (MRMS) for berthing and unberthing arrangement.

1.6.1.1 For arrival vessel: 3 hours minimum notice required for pilot booking

1.6.1.2 For vessel departure: 3 hours minimum notice required for pilot booking.

1.6.1.3 Vessel particulars for pilots shall be submitted by every vessel only once for PTP's Marine Services records through email.

1.6.1.4 Request for pilot services is through MRMS.

1.7 **CHARTS**

1.7.1 PTP Charts published by British Admiralty namely BA 2570, BA 2587, BA 3833 and BA 4038 can be purchase at following address,

1) Motion Smiths
 Lot 20, Jalan 225
 46100 Petaling Jaya
 Tel: 03-78743422
 Fax: 03-78743414

2) Motion Smiths
 6 Jurong Pier Road
 Singapore 619158
 Tel: +65-6220 5098
 Fax: +65-62254902

- 3) DPM (Singapore) Pte. Ltd.
1, Maritime Square # 13-02-04, World Trade Centre
Singapore 099253
Tel: +65-62704060
Fax: +65-62719569

- 4) Midland Publications
No.530 Blok A3, Pusat Dagangan Setia Jaya
9, Jalan PJS 8/9
Bandar Sunway 46150, Petaling Jaya
Tel: 03-7873 6323
Fax: 03-7873 6424

- 5) Trinity Navigation Sdn. Bhd.
1st Floor, No7, Taman Seri Berembang,
Jalan Kem, 42000 Port Klang
Tel: 03-31662414
Fax: 03-31662479

1.7.2 Chart MAL 5123 published by Royal Malaysian Navy can be purchased directly from,

Pusat Hidrografi Nasional
Bandar Armada Putra,
Pulau Indah,
42009, Pelabuhan Klang,
Selangor, Malaysia
Tel: 603-21694400
Fax: 603-31013111

2.0 COMMUNICATIONS

VHF radio communication can be established with "PTP PORT CONTROL" as follows:

Channel 1	PTP emergencies / standby
Channel 83,76	PCC (port control center) to ships, Piloting
Channel 60,64,66,75	Port Operations, Tugs, Pilots
Channel 16	Calling, Distress and Safety
Channel 6	Ship to Ship

3.0 MARINE CRAFTS

3.1 PILOT BOAT

3.1.1 Port of Tanjung Pelepas operates with 3 pilot boats with 1 spare boat and this number will be gradually increased.

3.2 TUGBOAT

3.2.1 Port of Tanjung Pelepas operates with 8 tugboats. All tugboats are fitted with fire-fighting equipment and 45 - 80 tons bollard pull with 3600 - 6800 horsepower.

3.2.2 The shipmaster upon the advice of the pilot, shall determine the number of tugs to be employed, but the port operator may stipulate a minimum number of tugs to be employed based on the LOA and draft of the vessels.

4.0 TERMS AND CONDITIONS OF BUSINESS (As published in PTP Website)

5.0 CHARGES FOR ACCOUNT OF VESSEL (Simplified Tariff as published in PTP Website)

6.0 AUTHORITIES

6.1 Port Health:

All vessels must obtain health clearance from the port health officer before commencing cargo works. Relevant information will have to be furnished at least 24 hours prior to vessel arrival.

6.2 Immigration:

Vessels to provide Crew list and stowaway declaration.

6.3 Marine Department:

Ship clearance will have to be obtained by the agents from the Southern Region Marine Department.

6.4 Customs:

Relevant information such as Personal effects list, cargo manifest, general declaration list and bond store list shall be made available to the customs officers for inspections for the purpose of port clearance.

7.0 FRESH WATER SUPPLY

7.1 AT BERTH

Fresh water supply via pipelines can be arranged at PTP berths via PTP's Port Police Department.

7.2 OFF BERTH

Supply can be obtained from private company.

8.0 BUNKERING FACILITIES

Bunkering facilities at Port of Tanjung Pelepas includes the following

- a) Fuel Oil
- b) Marine Diesel Oil
- c) Marine Gas Oil

Private companies provide this upon request:

COMPANY	ADDRESS	CONTACT	FAX	EMAIL
Sinar Maju Logistik Sdn Bhd	No 8-B, Jalan Molek 1/9, Taman Molek, 81100 Johor Bahru Johor	07-3558 3221		Uqbah@smlsb.com
Melabakti Sdn Bhd	30B, Taman Mawar 46, Taman Mawar, Pasir Gudang, Johor.	07-2561688	07-2560688	melabakti@melabakti.com
Nature Fresh Sky Sdn Bhd	299 A Taman Melaka Raya, 75000 Melaka	06-248 1932		nature.fresh.sky.sb@gmail.com
Marine Selatan Sdn Bhd (Johor Office)	No. 1A, Jalan Indah 10/1, Taman Bukit Indah 81200 Johor Bahru	07-2369322		aliff@m-s.com.my
Straits Bunker & Trading Sdn Bhd	6c, Fortuna Hub, Jalan Lembah 16 Bandar Baru Seri Alam 81750 Masai. Johor	07-382 3244		anuar@straitsbunkering.com

9.0**WHARF PARAMETERS****9.1 Water Levels**

Pos	Parameter	Data/Size/Dimension	Source
14.1.1	Adopted Sounding Datum (ASD)	Lowest Astronomical Tide (L.A.T)	Geosurveys-EEC Report
14.1.2	L.A.T (Chart Datum –CD)	+1.82 m below LSD	Masterplan Volume 1, Main Report Table 7.2
14.1.3	Highest Astronomical Tide (HAT)	+4.05 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.4	Mean Higher High Water (MHHW)	+3.34 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.5	Mean Lower High Water (MLHW)	+2.84 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.6	Malaysian Land Survey Datum (LSD)	+1.82 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.7	Mean Sea Level (MSL)	+2.05 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.8	Mean Higher – Low Water (MHLW)	+1.32 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.9	Mean Lower-Low Water (MLLW)	+0.86 m CD	Masterplan Volume 1, Main Report Table 7.2
14.1.10	Sea level rise during lifetime of structure	0.36 m in next 60 years	IPCC best scenario 1995

9.2 Wharf

Pos	Parameter	Data/Size/Dimension	Source
14.2.1	14 Berths x 360	5040 m	UPSB / HPC/ DPI
14.2.2	Displacement Berth 1 – Berth 6 Berth 7 – Berth 14	119,300 t 250,000 t	UPSB / HPC ODENSE STEEL SHIPYARD Ltd Denmark
14.2.3	Berthing Velocity Transverse to Berth Berth 1 – Berth 6 Berth 7 – Berth 14	Berthing Velocity Transverse to Berth 0.12 m / sec 0.08 m / sec	BS 6349.P4.1994 Sec 4.6 Fig 1
14.2.4	Area load on wharf	55 kN/m ² (5.5 ton / m ²)	EAU 1990
14.2.5	Bollard Pull Force Berth 1 – Berth 6 Berth 7 - Berth 14	1500 kN (150 ton) 2000 kN (200 ton)	BS 6349. P4. 1994
14.2.6	Structural Design Depth of Wharf Berth 1 – Berth 4 Berth 5 – Berth 6 Berth 7 – Berth 14	15.30 m 16.50 m 18.50 m	UPSB / DPI
14.2.7	Container crane outreach	72.00 m	UPSB
14.2.8	Mooring force	1336 kN.	DPI

9.3 Environmental Criteria

Pos	Parameter	Data/Size/Dimension	Source
14.3.1	Max wind speed during vessel berthing	22 m/s	Masterplan Volume 111-6
14.3.2	Max wind speed, vessel at berth	27.7 m/s	Masterplan Volume 111-6 / DPI
4.3.3	Max significant wave height- Wave period -	H _{s max} = 1.2 m T _s = 4 – 5 seconds	Sellhorn wind wave calculation / DPI design Final Report
14.3.4	Max river current	1.0 m /s	Masterplan Vol II, 11-6 / DPI

9.4 TABLE OF COURSE AND DISTANCE

Pilot Boarding Area (PBA) to Buoy No. 9

From	To	Course	Distance
PBA	Buoy No. 1	25° (T)	1.3 N.M.
Buoy No. 1	Buoy No. 7	16° (T)	3.0 N.M.
Buoy No. 7	Buoy No. 9	01° (T)	0.6 N.M.
Buoy No. 10	Buoy No. 12	338° (T)	0.8 N.M.
Buoy No. 12	Buoy No. 14	328° (T)	0.55 N.M.
Buoy No. 14 (SP2)	Buoy No. 15 (SP1)	344° (T)	0.58 N.M.

10.0 TELEPHONE DIRECTORY

PTP Port Control Center:

Tel: 07-5042299 / 019-7566311

Fax: 07-5071407

E-mail: marinevtms@ptp.com.my

Emergency Services

No.	Service	Office
1.	Fire	07-5042222
2.	Ambulance	07-5042222
3.	Port Police	07-5042222
4.	Manager, HSE	07-5042231
5.	Hot Line	

Government Agencies

No.	Agency	Office
1.	Southern Region Marine Department	07-5072313
2.	General Hospital Johor Bahru	07-2231666 or 999-GH JB
3.	Bomba, Johor Bahru	07-2243444
4.	MRCC Port Klang	03-31670530
5.	PDRM, Marine Police Tampoi	07-2372222
6.	PDRM, Central Johor Bahru	07-2232222
5.	PDRM, Kulai	07-6632222
6.	Johor Port Authority	07-2514494
7.	Southern Region Maritime Enforcement Agency	07-2236100

TERM AND CONDITION OF BUSINESS**PILOTAGE AND TOWAGE SERVICES****1. PILOTAGE SERVICES****Navigating in Port Pilotage District**

- 1.1 No Ship for which pilotage is compulsory as specified by Authority from time to time shall navigate in the Port Pilotage District without the assistance of a Pilot.

Requirement to Use PTP Pilotage Services

- 1.2 No Ship requiring pilotage for the purpose of approaching, leaving or operating within the Port shall engage a Pilot other than a Pilot provided or authorised by PTP and who is duly licensed to act as a Pilot in the Port Pilotage District by the Pilotage Committee of the Authority.

Use of Pilotage Services

- 1.3 Pilotage services shall be undertaken by PTP upon the following terms and conditions:
- (a) pilotage services in respect of an incoming Ship shall be deemed to commence only when the Pilot has boarded the Ship and shall be deemed to end when the Ship has been anchored, moored or otherwise secured to the satisfaction of the Master;
 - (b) pilotage services in respect of an outgoing Ship shall be deemed to commence only when the Pilot has boarded the Ship and shall be deemed to end when he leaves the Ship; and
 - (c) pilotage services in respect of any other movement of a Ship shall be deemed to commence when the Pilot has boarded the Ship and shall be deemed to end when he leaves the Ship.
- 1.4 A Pilot supplied by PTP whilst engaged in any pilotage act shall be deemed to be the servant only of the Port User contracting for the services of the Pilot and neither PTP nor the Pilot shall be liable for any loss or damage occasioned by any act, omission or default of such Pilot.
- 1.5 The Port User employing the services of a Pilot to navigate in circumstances in which pilotage is compulsory shall be answerable for any loss or damage caused by the Ship by fault of the navigation of the Ship in the same manner as he would be if the pilotage were not compulsory.
- 1.6 When a Pilot taking over the conduct of a Ship finds that for any reason such Ship is not, in his opinion, fit to proceed in her existing condition, he may refuse to continue the services for which he has been engaged and may anchor or otherwise secure such Ship as safely as possible.
- 1.7 If a Pilot finds that a Ship of which he has the conduct appears to be overloaded, he shall have the right not to undertake the pilotage of that Ship.
- 1.8 Ships requiring the services of any Pilot shall comply with the Port Authorities Act 1963, the Johore (Tanjung Pelepas) Port Authority By-Laws 1999, all other rules and regulations issued and enforced by the relevant government authorities and with all the international conventions ratified by the Government of Malaysia relating to pilotage and pilotage operation including any other direction stipulated by PTP from time to time for the safe pilotage and convenience of pilotage operation.

2. **TOWAGE SERVICES**

Requirement to Use PTP Towage Services

- 2.1 No Ship requiring towage for the purposes of approaching, leaving or operating within the Port shall make use of any towage services other than those provided by PTP.

Use of Towage Services

- 2.2 Towage and assistance connected with the towage of Ships shall only be undertaken by PTP upon the following terms and conditions:

- (a) the towage services shall be deemed to commence when the tug receives orders from PTP to leave the base to proceed and is deemed to end when the tug arrives at the base after final orders to cease attending are given by PTP;
- (b) the Master and crew of any tug whilst performing towage services shall be deemed to be the servants of and shall be under the order and control of the Port User using the towage services.

- 2.3 PTP shall not be liable to the Port User for any damage or loss, which it may suffer during the provision of towage services. The Port User shall bear, pay and indemnify PTP against any damage or loss which it may suffer during the course of, or in connection with towage services from any cause whatsoever including unseaworthiness, unfitness or breakdown of the tug, its equipment or towing gear, lack of fuel, stores or speed or otherwise but not including gross negligence at any time of PTP.

- 2.4 PTP may at any time, whether before or after the commencement of the towage services substitute one tug for another and tow or otherwise assist in matters connected with the towage of more than one Ship at a time. PTP shall be at liberty to employ a tug belonging to other tug owners for the whole or any part of the towage services.

- 2.5 No sum payable by the Port User shall be discharged or diminished by any sums recovered by PTP from its insurers in respect of the same damage or loss, and the Port User shall not be entitled to be subrogated to any rights of PTP or have any rights of contribution from PTP insurers.

- 2.6 In the event of PTP employing a tug belonging to other tug owners, for the whole or any part of the towage services, the Port User shall not bring any suit against the other tug owners in respect of any matter arising out of such towage services rendered in connection with the towage services.

- 2.7 These Terms and Conditions shall remain in force notwithstanding any deviation or interruption or failure in the performance of the towage services and whether there has been any substitution of tugs.

