

DEFINITIONS

1. SLACK TIDAL STREAM refers to tidal stream of rate not exceeding 0.5 knots.
2. SLACK WATER refers to the period when the tidal stream changes from ebb to flood stream or vice versa.
3. EBB TIDE refers to tidal stream flowing in a West to East direction.
4. FLOOD TIDE refers to tidal stream flowing in a East to West direction.
5. DAYLIGHT HOURS is the period between 0630 hours to 1900 hours.
6. Power driven vessel means any vessel propelled by machinery.
7. Towing means any operation by tugs where lines are deployed to pull a vessel.
8. The term “No Tidal Restriction” refers to no constraint caused by the rate of tidal stream. The height of tide has not been taken into consideration.
9. All displacement tonnages are in metric tons.
10. UKC refers to underkeel clearance. For the manoeuvring of vessels more than 3000 GT, the pilotage requirement is a 1.0m UKC for all locations. For the manoeuvring of vessels of 3000 GT or less, a 0.6m UKC is required. For vessels alongside, a 0.3m UKC would be required for emergency manoeuvres. The minimum UKC for each category is to be calculated from the controlling depth or the depth alongside, whichever is the lesser. Minus tide is to be allowed for accordingly.
11. A VLCC is deemed to be a vessel of LOA 280m or 75,000GT and above.
12. The length of a vessel refers to the length overall of the vessel.
13. The term “height”, with reference to a vessel, is height of the vessel measured vertically from the waterline of the vessel 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.

MISCELLANEOUS GUIDELINES

1 Main Channel

1.1 Minimum depths at chart datum:

- (a) From Eastern Buoy to Johor Port waterfront is 12.0m.

- (b) Johor Port waterfront to Sembawang shipyard is 11.1m
(between Seletar Buoy and Gudong Buoy)
- (c) Sembawang Shipyard to Ordinance Reach is 9.8 m

2 Speed

- 2.1 The maximum speed permitted is 12 knots
- 2.2 Vessels are required to slow down to 6 knots or less when passing:
 - (a) Fairy Point;
 - (b) Johor Port waterfront;
 - (c) Malaysia Shipyard and Engineering (MSE);
 - (d) Sembawang shipyard; and
 - (e) EJS west of Sembawang Shipyard.

3 Restrictions

- 3.1 Vessels of height 50m or more are restricted from transiting EJS from 1600 hours to 0700 hours.
- 3.2 Vessels constrained in their ability to manoeuvre, unwieldy tows such as oil rigs, semi-submersibles and drill vessels shall transit EJS during daylight hours and on slack tides. They are to stem the tidal stream when passing the stretch of water between Malang Tiga and Squance Buoy.
- 3.3 Vessels more than 240m in length shall not pass another vessel >100m in length in the stretch of water between Paku Buoy and Malang Papan Beacon.
- 3.4 Vessels more than 280m in length shall not pass any vessel >180m in length in the stretch of water between Changi and Sembawang Shipyard.
- 3.5 Vessels more than 280m in length shall transit the Fairy Point/Changi area during slack water or stemming the tidal stream.
- 3.6 Anchoring is prohibited in the main channel. Any unauthorised anchoring must be reported immediately to Sembawang Control.
- 3.7 Towing operation during non-daylight hours is not permitted in the part of the EJS from the causeway to Angler buoy.
- 3.8 Sembawang Control will only grant clearance to vessel to proceed into the area westward of Angler Buoy when the vessel's berth and tug(s) are confirmed available by berth/tug operators.

4 Towage

- 4.1 Whenever practical, harbour tugs (i.e. those provided by MPA-licensed tug service providers) should be assigned to conduct the towage. The MPA's approval is required for the ocean tug to be engaged in towing operations in port if no suitable harbour tug is available for the job.

- 4.2 Vessels more than 240m in length are to be provided with 1 escort tug when transiting the EJS.
- 4.3 Vessels more than 280m in length are to be provided with at least 2 escort tugs when transiting the EJS.
- 4.4 Ship owners/agents are advised to check with the pilotage service provider (PSP) when booking a pilot for difficult tows or "special jobs" such as towage of jack-up oilrig, jack-up barge, semi-/submersible vessel, FPSO (Floating Production Storage and Offloading), cumbersome/unwieldy tow, etc. These "special jobs" shall be manually vetted by the PSP. Consultation meetings shall be arranged between PSP and the shipping agents/owners and pilots assigned for these jobs shall be briefed in advance of the movement. For these "special jobs", the PSP shall on a case-to-case basis assign two pilots after consultation with the agent/owner. In addition, the ship owners/agents are required to seek approval from MPA for the operations.

5 Traffic Information Area (TIA) Reporting Procedures

- 5.1 Vessels subjected to the TIA requirements promulgated in Port Marine Circular No.08 of 2026 are required to comply with all the reporting procedures.
- 5.2 Pilot are required to synchronise their time with Sembawang Control upon boarding the vessels.
- 5.3 The height of the vessel refers to is the height of highest point of the vessel including the highest point of cargo, temporary or permanent structure or equipment onboard above waterline. The shipmaster must declare the vessel's height accurately.
- 5.4 Before commencing his movement, pilots shall ensure that the TIA checklist has been properly completed by the master, and that the declared height is communicated to Sembawang Control.
- 5.5 Pilots shall report the time when they pass the following mandatory reporting points:

Westbound: Eastern Buoy, Kees Beacon, Angler Buoy, Point 1, Point 2, Paku Buoy, Malang Papan Bn, W Tekong Buoy (where applicable), Seletar Buoy and Beaulieu Shoal Buoy.

Eastbound: Beaulieu Shoal Buoy, Seletar Buoy, Punggol Buoy, Malang Papan Bn, Paku Buoy, Malang Tiga, W Tekong Buoy (where applicable), Point 2, Point 1 and Angler Buoy.
- 5.6 In addition, pilots shall report the following times:
 - (a) Embarkation;
 - (b) Completion of berthing;

- (c) ETD from berth; and
- (d) Disembarkation.

6 Gas Free Certificate

- 6.1 Pilots onboard a tanker or bulk carrier bound for shipyards are to confirm that the vessel has a valid gas free certificate.
- 6.2 Pilots are required to report to Sembawang Control if a vessel needs to de-ballast her tanks when transiting the EJS.

7 Naval Vessel

- 7.1 When pilots are performing an advisory role onboard naval vessels and their advice are disregarded by the commanding officer, they should inform Sembawang Control.

8 Handing Over Points

- 8.1 Pilots onboard vessels departing from Sembawang Terminal and bound for Pasir Gudang or vice versa shall hand over the conduct of their vessels at the following points:

- (a) Point "A" (off Beaulieu Shoal By - to/from Sembawang Terminal)
 - Lat : 01° 28.2' N
 - Long : 103° 50.5' E
- (b) Point "B" (off Perimbi Buoy - to/from Pasir Gudang)
 - Lat : 01° 25.8' N
 - Long : 103° 53.7' E

The use of point "A" or "B" will be decided by Sembawang Control in consultation with the Johor Port Authority.

9 Submarine Cables, Pipelines And Tunnels

- 9.1 Submarine cables, pipelines and tunnels exist in many places within the port. No vessel, including small craft, is to anchor outside of a designated anchorage. No vessel is to drop anchor or lower any trawling apparatus or lower its legs (such as of jack-up oilrig and jack-up barge) in the vicinity of submarine cables, pipelines and tunnels. High-voltage submarine cables pose a serious risk to personal safety if any attempt is made to cut the cables. 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.