

## LEMBAGA PELABUHAN KELANG

### NOTICE TO MASTERS, OWNERS, AGENTS & TERMINAL OPERATORS NOTICE NO. 3/2004

1. PROCEDURES FOR VESSELS SEEKING PILOTAGE EXEMPTION
2. GUIDELINES PERTAINING TO THE USE OF TUGS FOR BERTHING / UNBERTHING AT WHARVES WITHIN PORT KLANG WATERS
3. PROCEDURES FOR VESSELS SEEKING TUG EXEMPTION

The following procedures and guidelines are issued by Port Klang Authority and shall be effective from 1 November 2004.

Notice to Agents No. 1/96 ‘ *Procedures For (1) Vessels Seeking Pilotage Exemption and (2) the Usage of Tugs for Berthing / Unberthing within the Port Klang Waters As Required by the Authority*’ is hereby cancelled.

#### 1. PROCEDURES FOR VESSELS SEEKING PILOTAGE EXEMPTION

1.1 Pilotage exemption may be granted to Masters of vessels within the pilotage district of Port Klang for the following movements:-

- i. Pilot Stations to inner anchorages;
- ii. Inner anchorages to Pilot Stations;
- iii. Within the pilotage district.

1.2 No pilotage exemption may be granted for movements to and from the Authority’s wharves except to Masters of bunker vessels loading bunkers at Liquid Bulk Terminal, Westport (LBT) and supplying bunkers to vessels at wharves via double banking.

1.3 Exemption may however be granted to Masters of vessels calling at private terminals viz. Star Cruises Passenger Terminal, jetties along Sungai Klang, Sungai Puloh, Sungai Aur and other private jetties provided owners of such terminals / jetties bear all risks and liabilities upon themselves.

1.4 Masters of vessels seeking exemptions shall satisfy the following conditions:-

- i. Complete at least 6 movements inwards and 6 movements outwards under compulsory pilotage within the preceeding 12 months
- ii. Possess a good knowledge of the port waters, local conditions and the port's rules and regulations

1.5 Application for pilotage exemption shall be submitted by the Master or his agent to the Chairman of the Pilotage Committee, Port Klang Authority together with the record of movements under compulsory pilotage and a copy of his Certificate of Competency (COC). Qualified candidates will be required to appear before the Pilotage Committee for an oral examination where the Master's knowledge of the port will be assessed.

1.6 Successful candidates will be granted a pilotage exemption for a period to be determined by the Pilotage Committee and shall be subjected to the following conditions:

- i. The exemption is issued under the name of the Master and the vessel he is in command at the time of application.
- ii. Vessels shall be equipped with proper communication and navigational equipment as required under the SOLAS Convention.
- iii. Vessels shall report their arrival, departure and movements within the port to Port Klang Traffic (VTMS) as per the requirements of PKA Notice 01/2000. No vessel including pilot exempted vessels shall enter, depart or move within Port Klang waters without prior permission from Port Klang Traffic.
- iv. No vessel shall impede the safe passage of a deep draft vessel whilst navigating within the port waters.
- v. All vessels shall navigate at a safe speed and in no case exceed 12 knots. Vessels navigating within 300 metres of wharves or other mooring structures shall not exceed 8 knots.
- vi. The use of auto pilot is strictly prohibited whilst navigating within the port waters.
- vii. The Master shall comply with all rules, regulations, notices, directives and instructions that are applicable for safe navigation.
- viii. The Authority reserves the right to withdraw the exemption at any time without any notice or reason.

## **2. GUIDELINES PERTAINING TO THE USE OF TUGS FOR BERTHING / UNBERTHING AT WHARVES WITHIN PORT KLANG WATERS**

2.1 It is recommended that all vessels utilise tug services whilst berthing and unberthing at the wharves. The minimum number of tugs recommended for each vessel is as follows:

- i. LOA of vessel not exceeding 140 metres – 1 tug
- ii. LOA of vessel exceeding 140 metres – 2 tugs

2.2 The use of additional tugs shall be at the the discretion of the pilot after due consultation with the Master.

## **3. PROCEDURES FOR VESSELS SEEKING TUG EXEMPTION**

3.1 Notwithstanding the above, vessels of LOA exceeding 140 metres may seek exemption on the usage of a second tug if fitted with operational twin screws or bow and / or stern thrusters or active rudders or a combination of these. Application for a second tug exemption shall be in the format prescribed and shall be forwarded to the Marine Manager, Port Klang Authority not later than 2 weeks before the vessel is due to call at Port Klang. In addition, the Master of the vessel shall issue a letter indemnifying the pilot, the Pilot Superintendent, the terminal operator and the Authority of any liability against any damages incurred.

3.2 On arrival, the attending pilot will verify the information provided and will assess the capabilities of the vessel during berthing operations. The pilot will then submit his findings and recommendations to the Pilot Superintendent. A similar assessment will be made during the vessel's departure. The Pilot Superintendent will then inform the vessel's agent of the decision. If the application is successful, the vessel will be granted exemption from engaging a second tug effective from it's subsequent call. The records of the assessment will be retained by the terminal operator. If the vessel also calls other terminals within the port, the records will be made available to the other terminals so that a similar tug exemption can be considered.

3.3 It is the responsibility of the Master, owner or agent to keep the Authority and terminal operators advised of the status of the bow / stern thruster, active rudder etc so that the necessary tug assistance can be planned and made available should the need arise.

General Manager  
Port Klang Authority  
25 October 2004