



MARITIME AND PORT AUTHORITY OF SINGAPORE

PORT MARINE CIRCULAR
No. 04 of 2013

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To: Shipping Community

**RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE
TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS
IN THE SINGAPORE STRAIT DURING THE HOURS OF DARKNESS**

This circular supersedes Port Marine Circular No. 02 of 2011.

2 Since 1 July 2011 vessels crossing the TSS and precautionary areas in the Singapore Strait have been recommended to display the night signals consisting of 3 all-round green lights in a vertical line. This measure was adopted by the IMO's Maritime Safety Committee at its eighty-eighth session as an interim recommendatory measure. The night signals identify these vessels crossing the TSS during hours of darkness. This will allow other vessels in the appropriate lanes to take actions if required, thereby enhancing navigational safety.

2 The IMO's Maritime Safety Committee at its ninety-first session in Nov 2012, in accordance with the provisions of resolution A.858(20), adopted the proposal to recognise the measure as a full-fledged recommendatory measure (i.e. it is no longer an *interim* measure) with effect from 1 June 2013 at 0000hrs UTC (0800hrs Singapore LT).

3 The night signals and the procedures remain unchanged. Ship owners, agents and masters of vessels are:

- (a) To take note of the details regarding the display of the night signals set out in Appendix 1; and
- (b) Recommended to comply with the procedures set out in Appendix 1 when intending to cross the TSS and precautionary areas in the Singapore Strait.

4 Please contact Capt Chong Jia Chyuan at DID (65) 6773 7408 if you have any queries.

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Appendix 1

RECOMMENDATORY MEASURE FOR VESSELS CROSSING THE TRAFFIC SEPARATION SCHEME (TSS) AND PRECAUTIONARY AREAS IN THE SINGAPORE STRAIT DURING HOURS OF DARKNESS

- 1 Vessels are recommended to display, if carried, the night signals consisting of three all-round green lights* in a vertical line in the following situations:
 - (a) Vessels departing from ports or anchorages when crossing the westbound or eastbound lane of the TSS or precautionary areas in the Singapore Strait to join the eastbound or westbound lane respectively; and
 - (b) Eastbound or westbound vessels in the TSS or precautionary areas in the Singapore Strait crossing to proceed to ports or anchorages in the Singapore Strait.
- 2 The night signals are recommended to be displayed by:
 - (a) Vessels of 300 gross tonnage and above;
 - (b) Vessels of 50 metres or more in length; and
 - (c) Vessels engaged in towing or pushing with a combined 300 gross tonnage and above, or with a combined length of 50 metres or more.
- 3 Vessels crossing the TSS and precautionary areas in the Singapore Strait to proceed to or from ports or anchorages should comply with the following procedures:
 - (a) A vessel in the Singapore Strait which intends to cross the eastbound or westbound traffic lanes in the TSS or precautionary areas respectively should comply with the following:
 - (i) report to the VTIS to indicate its intention in advance, allowing VTIS to alert ships in the vicinity of the crossing vessel;
 - (ii) display the signals consisting of three all-round green lights in a vertical line in ample time prior to crossing in order for other vessels to note the intention to cross the TSS or precautionary areas;

*The technical specifications of the lights used in the "three green lights" signal should, if possible, comply closely with positioning and technical details of lights in annex I of COLREG.

- (iii) when traffic conditions are favourable make a large alteration of course, if necessary, so as, to be readily apparent to other vessels in the vicinity observing visually or by radar and cross the traffic lane on a heading as nearly as practicable at right angles to the general direction of traffic flow; and
 - (iv) report to VTIS and switch off the night signals when it has safely left/crossed or joined the appropriate traffic lane.
- (b) displaying the night signals does not exempt the crossing vessel of its obligations to comply with the COLREG.

Note: The above is an extract of IMO Circular SN.1/Circ 317 dated 4 December 2012.