



SAILING DIRECTIONS (GUIDE TO MASTERS)

Document Number:
K.L.I.P/PM/SAILING/02

T.A.G. MARINE SDN BHD
PORT OPERATOR

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Revision:	01
Date :	18 th April 2019

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Updated to 18th April 2019

1.0 GENERAL

KUALA LINGGI INTERNATIONAL PORT (K.L.I.P)

Gazette on 20th July 2006 through P.U. (B) 208/2006 & NTM 42/2007 (Peninsular Malaysia), the Kuala Linggi International Port limits was officially extended on the 22nd August 2017 through Gazette no. P.U. (B) 416 / 2017

Position : Lat 02^o 15.00' North Long 101^o 59.45' East
Time Zone : GMT + 8 HRS
Charts Affected : MAL 5230, BA 1146

The Kuala Linggi International Port (K.L.I.P) is the largest cargo transshipment and trading hub in Malaysia specializing in liquid bulk transfer. The port also provides a multitude of marine services including offshore bunkering for all types and grades of fuel, supply of fresh-water and provisions and underwater inspections/repairs.

1.1 Port Limit

The Port Limits is bounded by imaginary lines joining the following coordinates:

A	02 ^o 24.40' N	101 ^o 51.20' E
B	02 ^o 23.00' N	101 50.30' E
C	02 ^o 14.70' N	102 01.60' E
D	02 ^o 16.50' N	102 04.30' E
E	02 ^o 17.50' N	102 05.20' E

1.2 Cargo Transshipment Area (CTA)

The approved "Cargo Transshipment Areas" within the Kuala Linggi International Port Limits is bounded by imaginary lines joining the following points:

SOUTH CTA

S1	02 ^o 18.30' N	101 ^o 56.65' E
S2	02 ^o 14.94' N	102 ^o 01.03' E
S3	02 ^o 17.20' N	102 ^o 02.70' E
S4	02 ^o 20.50' N	101 ^o 58.45' E

NORTH CTA

N1	02 ^o 20.43' N	101 ^o 53.80' E
N2	02 ^o 20.43' N	101 ^o 56.20' E
N3	02 ^o 21.35' N	101 ^o 56.80' E
N4	02 ^o 20.71' N	101 ^o 57.66' E
N5	02 ^o 18.67' N	101 ^o 56.15' E



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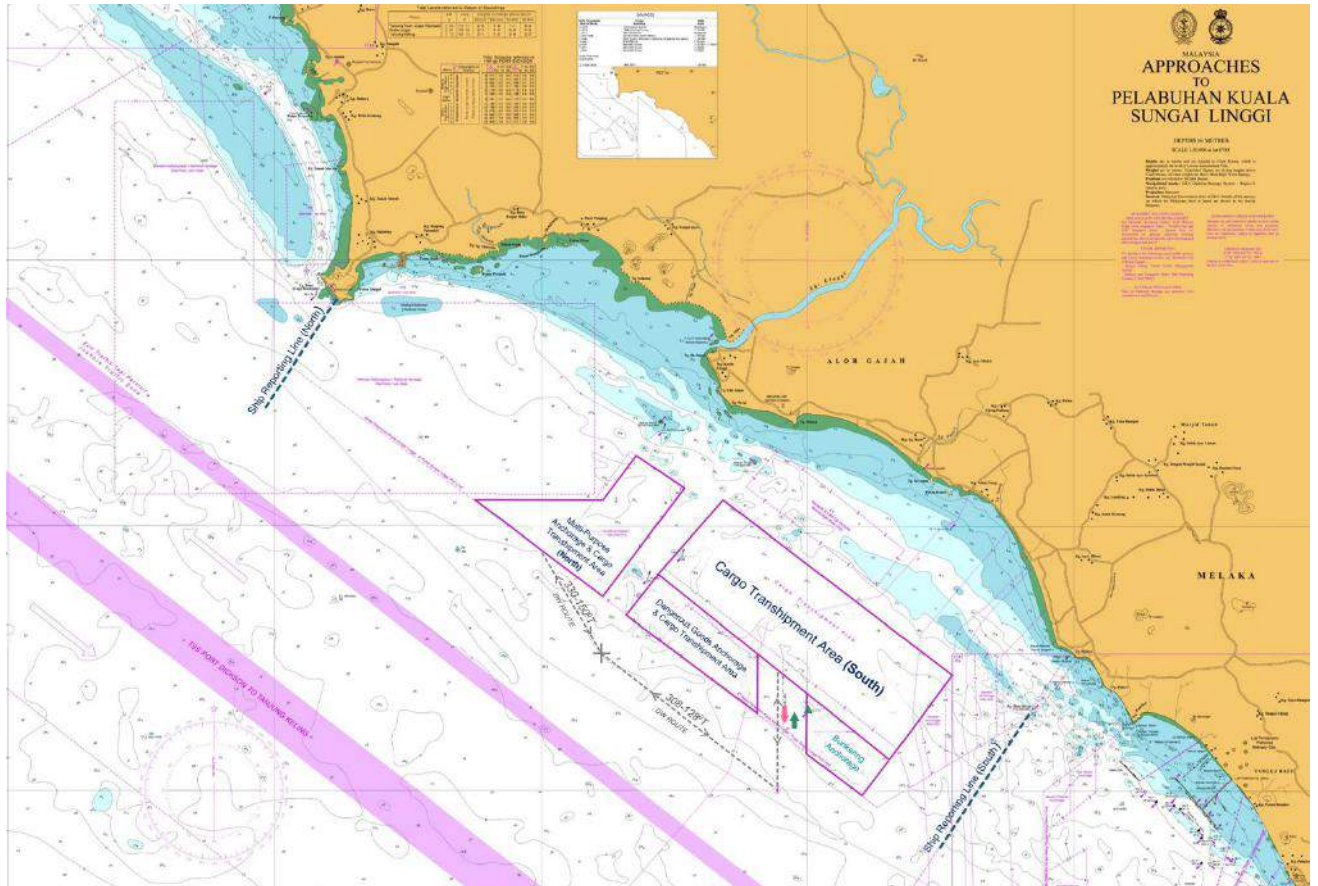
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Figure 1-1: Overview of Kuala Linggi International Port (K.L.I.P) Cargo Transhipment Areas



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2.0 NAVIGATION

2.1 Navigational Warnings

Routine navigational warning broadcast are promulgated by Kuala Linggi International Port Operation Control Centre (K.L.I.P-POCC) via VHF Channel 16 and 10.

2.2 Precautionary Area

Masters are advised to exercise caution when crossing the Traffic Separation Scheme (TSS), when navigating in and around precautionary areas and the Inshore traffic zone.

2.3 Port Approaches

Vessels which are required for compulsory pilotage shall pick up pilot at designated Pilot Station.

Boarding speed should be less than 5 knots or at a minimum speed where safe steerage is permissible.


When approaching pilot station, special attention to be taken on the lateral drift due to effects of cross current acting perpendicular to parallel body length of the ship when on Northerly courses.

2.4 Pilot Boarding Ground

Pilot or/and Mooring Master will normally board vessel from the support craft at the pilot boarding ground position at the following designated coordinates:

Pilot Boarding Ground: 02° 15.00' North 101° 59.45' East

(Note: Should conditions warrant using an alternative pilot boarding position, the vessel will be informed via VHF before arrival)

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2.5 Deep Water Route (North CTA)– Maximum Allowable Draft 24.0m

Way point coordinates

Waypoint	Coordinate	Course (°T)	Distance (N.M.)
PBG	02° 15.00'N 101 59.45'E	308 / 128	4.0
WP01	02° 17.55'N 101 56.25'E		
WP02	02° 19.45'N 101 55.15'E	330 / 150	2.2

2.6 Deep Water Route (South CTA)-Maximum Allowable Draft 24.0m


Way point coordinates

Waypoint	Coordinate	Course (°T)	Distance (N.M.)
PBG	02° 15.00' N 101 59.45' E	000 / 180	2.5
WP01	02° 17.55' N 101 56.25' E		

2.7 Small Craft Vessel Routing Passage

Small craft during transiting or approaching port area are recommended to use inshore passage at distance off 2.0nm along from the coast line shore, with a 200-meter width lane.

- A. 02° 22.50' N 101° 51.00' E
- B. 02° 23.75' N 101° 51.95' E
- C. 02° 23.85' N 101° 53.55' E
- D. 02° 20.80' N 101° 57.80' E
- E. 02° 18.65' N 101° 56.20' E
- F. 02° 20.55' N 101° 58.60' E
- G. 02° 17.25' N 102° 02.90' E

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2.8 Pilotage Exemption

All vessels navigating within the Pilotage District are required to be under pilotage except-

- (a) vessels owned by the Malaysian Government;
- (b) locally registered small craft of less than 25m length overall; and
- (c) any other vessel as may be determined by the Authority from time to time.

2.9 Pilot Boarding Arrangement

Pilot ladders and other pilot boarding arrangements of all vessels, entering or departing Kuala Linggi International Port shall be rigged in strict compliance with SOLAS regulations, IMO Resolution A.1045(27) and International Maritime Pilots Association recommendations.

The Pilot Ladder should be safely and securely rigged on the **LEE SIDE** at the height of **1.5m above water level**.

Combination ladder required when the freeboard is **more than 9m**.

During hours of darkness the pilot ladder and the boarding area on deck must be **well illuminated**.

During calm weather pilot may board using the gangway rigged 1.5m above water level.

Note: Pilots may refuse to board vessel where it is observed that rigging arrangements are not accordance to internationally accepted standards. Pilots shall have the rights to inspect all pilot boarding and rigging arrangements prior boarding.



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Figure 2-1: Pilot Boarding Arrangement Poster
(SOLAS Regulation V/23 & IMO Resolution A.1045(27))

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with SOLAS Regulation V/23 & IMO Resolution A.1045(27)

INTERNATIONAL MARITIME PILOTS' ASSOCIATION

H.Q.S. "Wellington" Temple Stairs, Victoria Embankment, London WC2R 2PN Tel: +44 (0)20 7240 3973 Fax: +44 (0)20 7210 3518 Email: office@impahq.org
This document and all IMO Pilot-related documents are available for download at: <http://www.impahq.org>

RIGGING FOR FREEBOARDS OF 9 METRES OR LESS


COMBINATION ARRANGEMENT FOR SHIPS WITH A FREEBOARD OF MORE THAN 9 METRES WHEN NO SIDE DOOR AVAILABLE

PILOT LADDER WINCH REEL

PILOT LADDER SAFETY REQUIREMENTS

PILOT LADDER WINCH REEL (Continued)

PILOT LADDER CLEARANCE

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3.0 COMMUNICATION

K.L.I.P keeps a continuous radio watch on VHF **CHANNEL 16 & 10**

SAFETY		VHF CH08
WORKING	Mooring Operations	VHF CH10
	Cargo Operations *will be advised by POCC	VHF CH09 / 10 / 11 / 13

3.1 Arrival Procedures

Reporting

The Kuala Linggi International Port (K.L.I.P) maintains a Port Operations Control Centre (POCC) in order to:

- Improve safety of navigation within the port limits of K.L.I.P
- Facilitate safety of vessel traffic inward-bound and outward-bound from K.L.I.P
- Provide navigational information to vessels calling into K.L.I.P
- Enhance marine protection measures

All vessels calling into K.L.I.P are to advise their ETA K.L.I.P on departure of last port of call and updated ETA to be submitted 72, 48 and 24 hours prior arrival.

Vessel to send their ETA notices to **T.A.G. Marine Sdn Bhd** (tagmar@tag-marine.com) and **T.A.G. Logistics Management Sdn Bhd** (taglm@tag-marine.com).

Master should endeavor to establish contact with "LINGGI PORT CONTROL" on **Channel 16/10** as soon as they are within VHF radio range. Instructions will thereafter be given for further approach and **BERTHING SCHEDULE**.



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3.2 Ship Reporting System

K.L.I.P has adopted IMO recommended guidelines for ship reporting systems for vessels calling into its area. Vessels are required to report to Linggi Port Control when passing the following points:

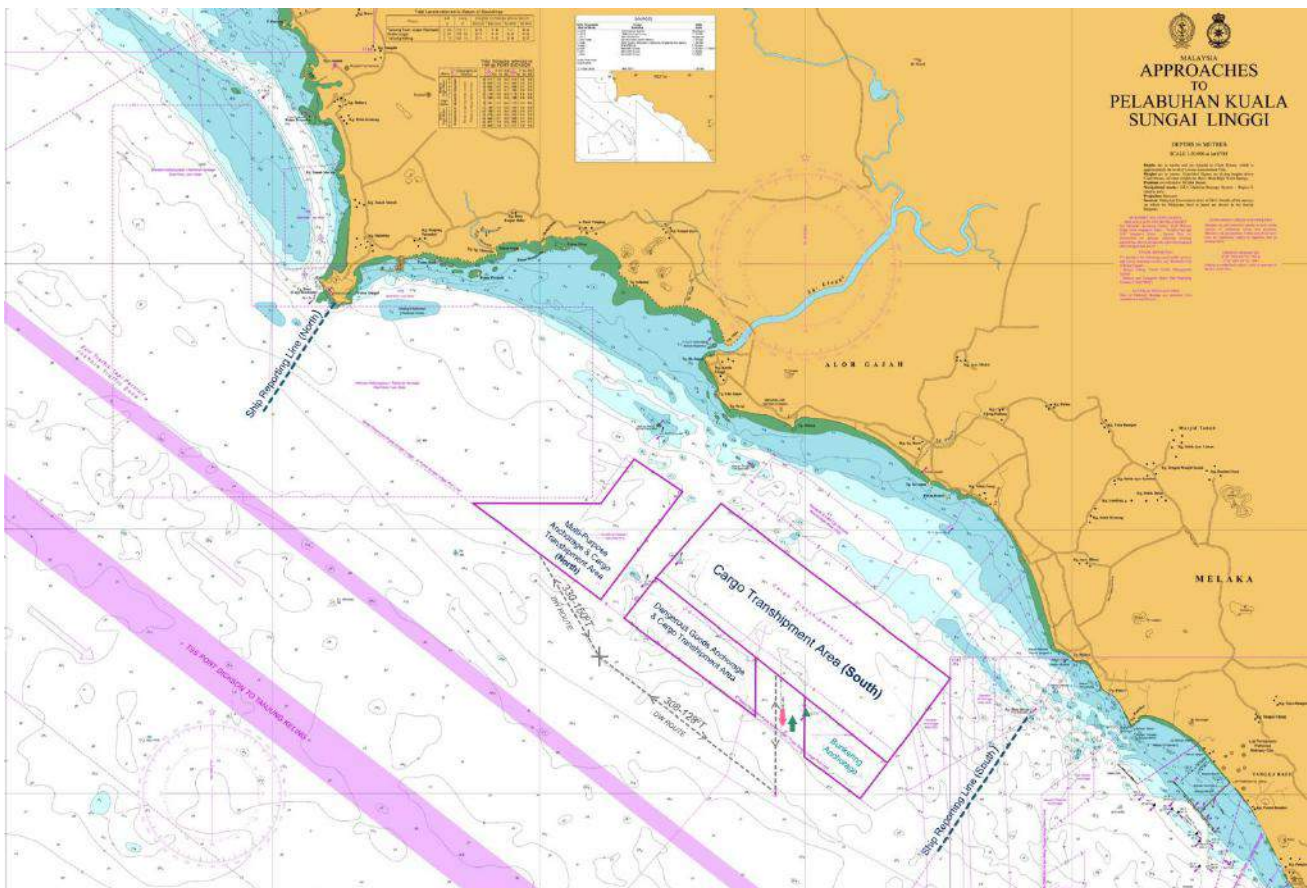
Vessel Arriving from North

- When passing Tanjung Tuan Cape Rachado Light House (02° 23.0' N 101°50.30' E)

Vessel Arriving from South

- When passing Pulau Batu Besar Beacon (02° 14.70' N 102° 01.30' E)

Figure 3-1: Kuala Linggi International Port Ship Reporting Points





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The K.L.I.P Cargo Transshipment Area Layout are designed to accommodate the following:

- Ultra Large Crude Carrier (ULCC)
- Very Large Crude Carriers (VLCC)
- Vessels carrying Dangerous Goods (DG)
- Multi-Purpose Anchorage Points

There are two(2) designated contingency anchorage areas established within the CTA as per following details:

Anchorage	Latitude	Longitude	Minimum Depth	Remarks Recommended Vessel / Cargo Type
C1 (South)	02 ^o 17.90' N	101 ^o 59.50' E	23.5	Contingency Anchorage
C2 (North)	02 ^o 20.18' N	101 ^o 54.75' E	34.0	Contingency Anchorage

Bunkering Anchorage

Point	Latitude	Longitude	Remarks Recommended Vessel / Cargo Type
B1	02 ^o 16.85' N	101 ^o 59.95' E	Authorized for bunkering of Bunker Class A, B and C Marine Fuel Oils which shall include: <ul style="list-style-type: none"> • MGO (Marine Gas Oil) • MDO (Marine Diesel Oil) • IFO (Intermediate Fuel Oil) • MFO (Medium Fuel Oil) • HFO (Heavy Fuel Oil)
B2	02 ^o 15.72' N	101 ^o 59.95' E	
B3	02 ^o 15.65' N	102 ^o 01.58' E	
B4	02 ^o 14.90' N	101 ^o 01.30' E	

Dangerous Goods Anchorage

Point	Latitude	Longitude	Remarks Recommended Vessel / Cargo Type
DG1	02 ^o 19.00' N	101 ^o 58.18' E	For non-gas free Liquefied Natural Gas (LNG) Carriers, Liquefied Petroleum Gas (LPG) carriers. Recommended for the following purposes: <ul style="list-style-type: none"> • Offshore LNG Bunkering • Cargo Transshipment (Liquefied Gas) • Dangerous Goods Anchorage
DG2	02 ^o 17.60' N	101 ^o 59.05' E	
DG3	02 ^o 16.45' N	101 ^o 59.05' E	
DG4	02 ^o 18.30' N	101 ^o 56.65' E	



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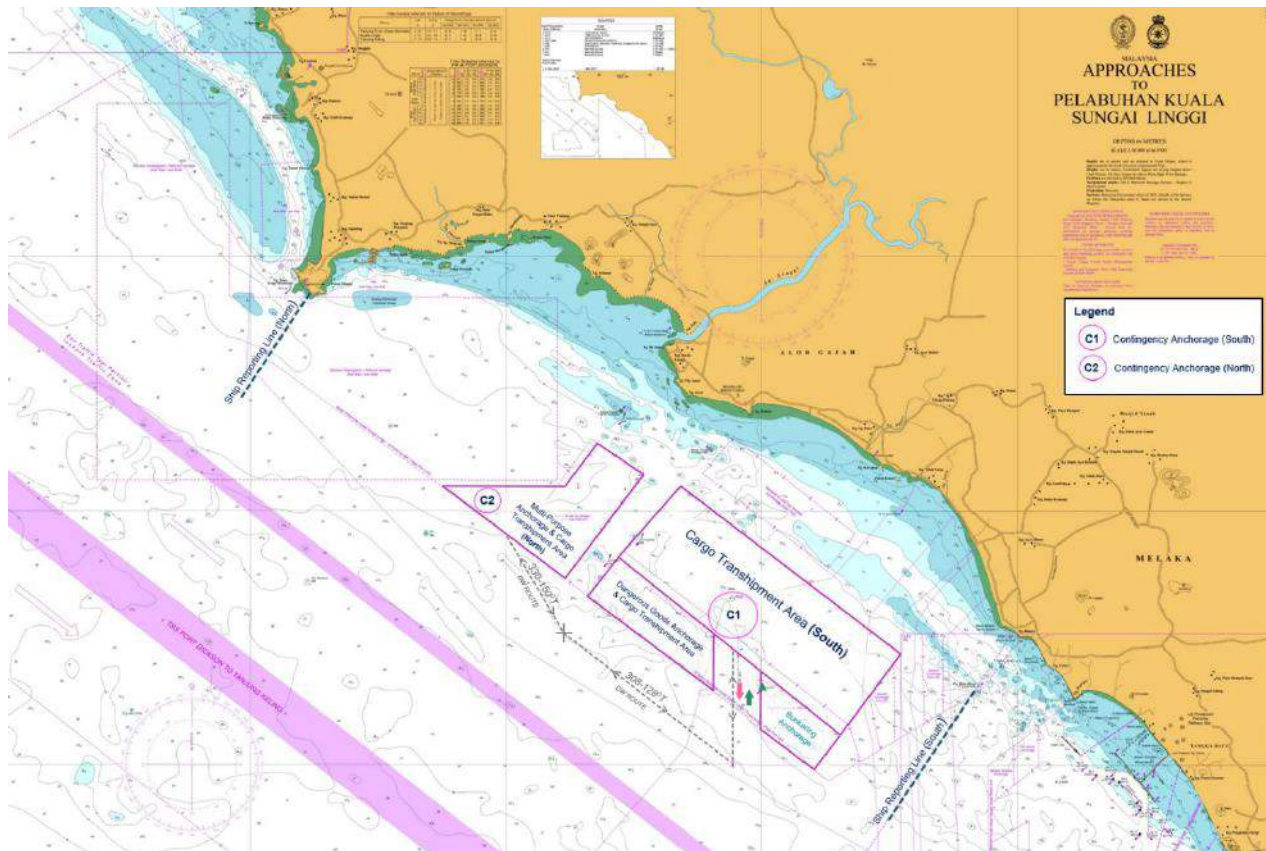
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Multi-Purpose Anchorage

Point	Latitude	Longitude	Remarks Recommended Vessel / Cargo Type
MP1	02 ⁰ 20.43' N	101 ⁰ 53.80' E	For multi-purpose vessels and offshore activities.
MP2	02 ⁰ 20.43' N	101 ⁰ 56.20' E	
MP3	02 ⁰ 21.35' N	101 ⁰ 56.80' E	
MP4	02 ⁰ 20.71' N	101 ⁰ 57.66' E	
MP5	02 ⁰ 18.67' N	101 ⁰ 56.15' E	

Figure 3-2: Kuala Linggi International Port CTA Overview



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4.0 ENVIRONMENTAL CONDITIONS

Reference: Malacca Straits Pilot Book

Kuala Linggi International Port

The areas are sheltered by the Sumatra Island. Generally calm waters throughout the year except for general trends during the period below

- **South West Monsoon (May to September)**
Winds are generally from the south or southwest during this period and can reach gale force in local squalls.
- **North East Monsoon (November to March)**
Winds are generally from the northeast during this period. Intermittent bad weather occurs during this time, when high sea and swell conditions can persist for extended periods. East coast of Peninsular is heavily affected. The Straits of Malacca and West Coast of Peninsular is fairly calm during this period.
- **Transition Periods (April and October)**
Winds are generally variable during the transition months but may freshen in the late afternoon and early evening. Occasionally local gale force squalls may occur, but these are generally of short duration.
- **Currents**
Ocean currents are variable except during the South west Monsoon period when a 1.5 to 2.5 knot current setting North West predominates.
- **Sumatras**
Sudden gusts of wind with gale force blowing from Sumatra affecting coastal areas of Malacca and Negeri Sembilan during month of May to September

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5.0 ADDITIONAL PORT INFORMATION

5.1 Kuala Linggi International Port Main Criteria

- i. In Port Limits Operations (IPL)
- ii. A Designated Transfer Area (DTA)
- iii. Gazette Port Navigation Area 15nm by 5nm
- iv. Government supported Project
- v. MOT Licensed Operator / Service Provider
- vi. Controlled and monitored by Marine Department Central Region
- vii. Facilitated with Navigational Aids by Light Dues Board
- viii. Related Port Services Supported by Relevant Authorities

5.2 Technical Information

- i. Legitimate, strategically located cargo transshipment and trading hub sited off Malacca coast within Kuala Linggi International Port Limits, for liquid cargo transfer operations.
- ii. Technical and commercial criteria viable as a Transshipment and Trading Hub.
- iii. OCIMF compliant offshore cargo transshipment area and operation.
- iv. Accessible via the well-known “Superhighway” connecting the active shipping lane of the Straits of Malacca.
- v. Geographically ideal for lightering VLCC/ULCC /LNG/LPG with shorter routes.
- vi. Cater distribution needs for the South East Asia region.
- vii. Complement neighboring Private Terminals and conventional Ports.

5.3 Restriction of Movement for LNG / LPG / VLCC, ULCC and other vessels

- i. When the wind speed is in excess of 25 knots for non-LNG/ LPG operation.
- ii. When the visibility is less than 1.0Nm (due to haze, fog, sleet, heavy rainstorm, sandstorm or any other similar causes).
- iii. When the wave or swell height is in excess of 2.0 meters.
- iv. For LNG/LPG movement, wind speeds exceeding 20 knots,
- v. Cross currents along the channel is more than 2.0 knots.
- vi. When the Master, in consultation with the Pilot, considers that Safety of Navigation is severely affected or is of concern and under any other exceptional circumstances.
- vii. Final decision of approach: Master & Pilot to decide.



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6.0 OPERATOR & SERVICE PROVIDER

T.A.G. MARINE SDN BHD
G35 & 135, BLOCK 5, LAMAN SERI BUSINESS PARK
SECTION 13, 40100 SHAH ALAM,
SELANGOR DARUL EHSAN
MALAYSIA

TEL : +60355100770
FAX : +60355101771
EMAIL : tagmar@tag-marine.com
WEBSITE: www.tag-marine.com

7.0 AUTHORIZED PORT AGENT

T.A.G. LOGISTICS MANAGEMENT SDN BHD
LOT 3 & 8 LKIM COMPLEX KUALA LINGGI
PORT OF SUNGAI LINGGI
78200 MALACCA

TEL: +606-3877300
FAX: +606-3877301
EMAIL: taglm@tag-marine.com

8.0 AUTHORITY

MARINE DEPARTMENT MALAYSIA (CENTRAL REGION)
JALAN LIMBUNGAN, PETI SURAT 12,
42007 PORT KELANG

TEL: +603-31695253
FAX: +603-31653540

MARINE DEPARTMENT MALAYSIA (SUNGAI UDANG PORT OFFICE)
JALAN PANTAI PUTERI, PETI SURAT 191
76400 MELAKA

TEL: +606-3510155
FAX: +606-3510277

MARINE DEPARTMENT MALAYSIA (KUALA LINGGI SUB-OFFICE)
18, KOMPLEKS LKIM KUALA LINGGI
KUALA SUNGAI BARU
78200 MELAKA

TEL: +603-3879336