

## Reminder - Anchoring in Malaysian Waters off Singapore

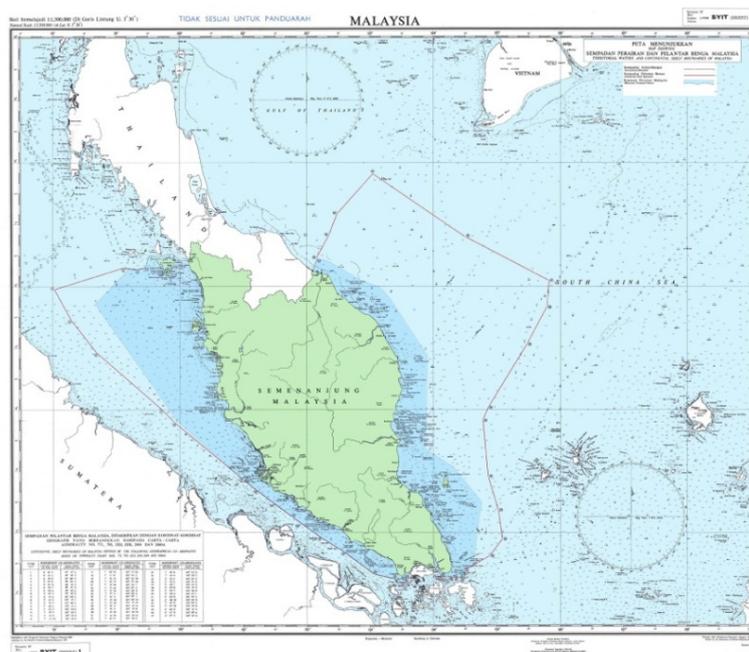
A vessel covered by Gard was recently detained for not having notified the Malaysian authorities of her anchoring position and for non-payment of light dues. Our correspondent in Malaysia, Ritchie & Bisset Sdn. Bhd., advises that there have been numerous cases in Malaysia lately involving vessel arrests and fines for the same reasons.

We refer Members and clients to Gard's [Loss Prevention Circular \(LPC\) No.16-09](#) which summarises the Malaysian authorities' requirements and sets out Gard's recommendations for vessels anchoring in Malaysian Territorial Waters off Singapore. In summary, LPC No.16-09 states:

- notification - section 491B of the Malaysian Shipping Ordinance 1952 requires any ship which is engaged or intends to engage in activities in Malaysian waters to notify the Malaysian authorities of such activity;
- payment of light dues - section 3(1) of the Federation Light Dues Act 1953 requires the owner, agent or master of every ship which in the course of a voyage enters any port or place within Peninsular Malaysia to pay light dues; and
- recommends Members and clients entering Malaysian Territorial Waters to arrange for the notification and payment of light dues through a local Malaysian shipping agent.

In light of recent developments in this area, Gard would like to remind Members and clients of the requirements that apply when entering Malaysian Territorial Waters. The below map, included for illustrational purposes only, outlines, for Peninsular Malaysia, the Malaysian Territorial Waters in shaded blue and the Malaysian Exclusive Economic Zone with a red line (source: Malaysian Maritime Enforcement Agency (MMEA) - [www.mmea.gov.my](http://www.mmea.gov.my)). Please note that as soon as the vessel leaves Singapore port limits she is in Malaysian Territorial Waters.

The correspondent advises that, as far as the Malaysian Authorities are concerned, as long as a vessel does not drop anchor, the vessel is considered to be on Free Passage through Malaysian Territorial Waters. However, once a vessel drops anchor, the local appointed shipping agent should immediately contact the authorities and inform them of the purpose of anchoring and at the same time, settle the light dues as required.



We thank Ritchie & Bisset Sdn. Bhd. for the above information. For further details, please see Gard's Loss Prevention Circular No.16-09.

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