

**RESOLUTION A.476(XII)**

*Adopted on 19 November 1981  
Agenda item 10(b)*

**NAVIGATION THROUGH THE STRAITS OF MALACCA AND SINGAPORE**

THE ASSEMBLY,

RECALLING Article 16(i) of the Convention on the Inter-Governmental Maritime Consultative Organization,

RECALLING ALSO resolution A.375(X) by which it adopted a routeing system for the Straits of Malacca and Singapore including traffic separation schemes, deep water routes and rules,

NOTING that the Maritime Safety Committee at its forty-third session adopted amendments to the traffic separation schemes and deep water routes in the routeing system,

CONSIDERING the Rules for Vessels Navigating through the Straits of Malacca and Singapore appearing in Annex V to resolution A.375(X),

HAVING EXAMINED the recommendation made by the Maritime Safety Committee at its forty-fourth session,

ADOPTS the amendment to Rule 5, Section III of the Rules for Vessels Navigating through the Straits of Malacca and Singapore, given in the Annex to the present resolution.

ANNEX

**AMENDMENT TO THE RULES FOR VESSELS NAVIGATING  
THROUGH THE STRAITS OF MALACCA AND SINGAPORE  
(ANNEX V TO RESOLUTION A.375(X))**

Rule 5, Section III of Annex V to resolution A.375(X) is amended to read as follows:

- “Rule 5 – (a) Vessels proceeding in the westbound lane of the traffic separation scheme ‘In the Singapore Strait’ when approaching Raffles Lighthouse shall proceed with caution, taking note of the local warning system, and in compliance with Rule 18(d) of the International Regulations for Preventing Collisions at Sea, 1972 avoid impeding the safe passage of a vessel constrained by her draught and exhibiting the signals required by Rule 28, which is obliged to cross the westbound lane of the scheme in order to approach the single point mooring facility (in approximate position, latitude 1°11’25” N, longitude 103°47’30” E) from Phillip Channel.
- (b) Vessels proceeding in the westbound lane of the traffic separation scheme ‘In the Singapore Strait’ when approaching the Western Light Beacon in position 01°12’43” N, 103°35’53” E shall proceed with caution, taking note of the local warning system, and in compliance with Rule 18(d) of the International

Regulations for Preventing Collisions at Sea, 1972 avoid impeding the safe passage of a vessel constrained by her draught and exhibiting the signals required by Rule 28, which is obliged to cross the westbound lane of the scheme in order to approach the Sultan Shoal pilot boarding ground from the eastbound lane of the scheme.

- (c) A vessel proceeding in the westbound lane of the traffic separation scheme 'In the Singapore Strait' which is required to avoid impeding the safe passage of a vessel constrained by her draught shall so far as practicable navigate in such a way as to avoid the development of risk of collision.
- (d) Information relating to the movement of ships constrained by their draught as referred to in paragraphs (a) and (b) above will be given by radio broadcasts. The particulars of such broadcasts are promulgated by Notices to Mariners. All vessels navigating in the area of the traffic separation scheme 'In the Singapore Strait' should monitor these radio broadcasts and take account of the information received."