



# MARINE GENERAL INFORMATION & GUIDELINES

Updated: 15<sup>th</sup> May 2025  
Version: 1.1

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## 1.0 JPB Berth Information

WHARVES AND JETTIES INFORMATION AS OF 14 <sup>th</sup> MAY 2025 BASED ON SURVEY DONE IN APRIL 2025						
BERTH	LENGTH	WHARF MARK	BERTH DEPTH	BERTH DRAFT	DWT	DISPLACEMENT
<b>BULK &amp; BREAK BULK</b>						
BT 9 (L/W)	61M	00-61	5.0M	4.5M	5 K	6.5 K
BT10 (W1)	110M	61-171	6.0M	5.5M	20 K	26 K
BT11 (W2)	183M	171-354	11.0M	10.5M	60 K	78 K
BT12 (W3)	183M	354-537	11.0M	10.5M	80 K	100 K
W4	192M	537-729	13.0M	12.5M	60 K	78 K
W5	217M	729-946	13.3M	12.8M	60 K	78 K
W6	214M	946-1160	13.0M	12.5M	60 K	78 K
W7	195M	1160-1355	12.4M	11.9M	60 K	80 K
W8	195M	1355-1550	12.3M	11.8M	60 K	80 K
W9	195M	1550-1745	12.3M	11.8M	60 K	80 K
W10	195M	1745-1940	12.6M	12.1M	60 K	80 K
W11 S/N	240M	1940-2040-S 2040-2180-N	10.6M 10.3M	10.1M 9.8M	10 K	13 K
MMHE EAST			7.5M	7.0M		
<b>LIQUID</b>						
BT1 (DCJ4)	260M	< 250	12.8M	12.3M	90 K	110 K
BT2 (DCJ3)	298M	< 280	12.6M	12.1M	90 K	120 K
BT3 (DCJ1)	241M	< 200	10.6M	10.1M	45 K	50 K
BT4 (DCJ2)	200M	90M <120M (20M BEAM)	8.1M	7.6M	8 K	10 K
CT3A	250M	< 250	13.5M	13.0M	88 K	110 K
BT5 (OJ3)	215M	< 230	11.0M	10.5M	40 K	55 K
BT6 (OJ1)	195M	< 230	11.7M	11.2M	40 K	55 K
BT7 (OJ4)	130M	110M <120M (20M BEAM)	9.0M	8.5M	10 K	15 K
BT8 (OJ2)	215M	< 137M (20M BEAM)	10.0M	9.5M	10 K	15 K
<b>CONTAINER</b>						
CT1	236M	0-236	13.3M	12.8M	80 K	104 K
CT2	236M	236-473	13.3M	12.8M	80 K	104 K
CT3	236M	473-710	13.3M	12.8M	80 K	104 K
MOORING BUOY			6.5M	6.0M		
IDEMITSU			8.7M	8.2M		CONTROLLING DEPTH <b>7.70M</b> UPDATED FEBRUARY 2022

\*\*\*FOR FEOTO, AT BT. 12, THE AVAILABLE WHARF MARK IS 280 – 520: 240 METERS.

## 2.0 General Direction for Navigation

(This General Directions are in compliance with the Port Authority Act 1963, Port by Laws 2021 and Notice to Mariners)

- a) Navigational Approach - Entry into Johor Port is by way of the Singapore Straits and approach through Kuala Johor, Serangoon Harbour and East Johor Straits for ships of any size with a controlling depth of 12.0m at Lowest Astronomical Tide(L.A.T)
- b) Our pilot is available 24 hours a day. Pilotage is compulsory for vessels exceeding 45 metres LOA entering or leaving the Pilotage District areas.
- c) All vessels calling at Johor Port are required to inform the Johor Port Control Station three (3) hours before arrival at the pilot boarding ground via VHF channel 11 and are to be reconfirmed her ETA one (1) hour before arrival. If pilot is not boarding on arrival, the vessel is required to adjust her ETA according to her Pilot Boarding Time to Pilot Boarding Ground. Upon anchoring, all vessels are required to report their positions to the Johor Port Control Station.

### **3.0 Pilot Boarding Ground**

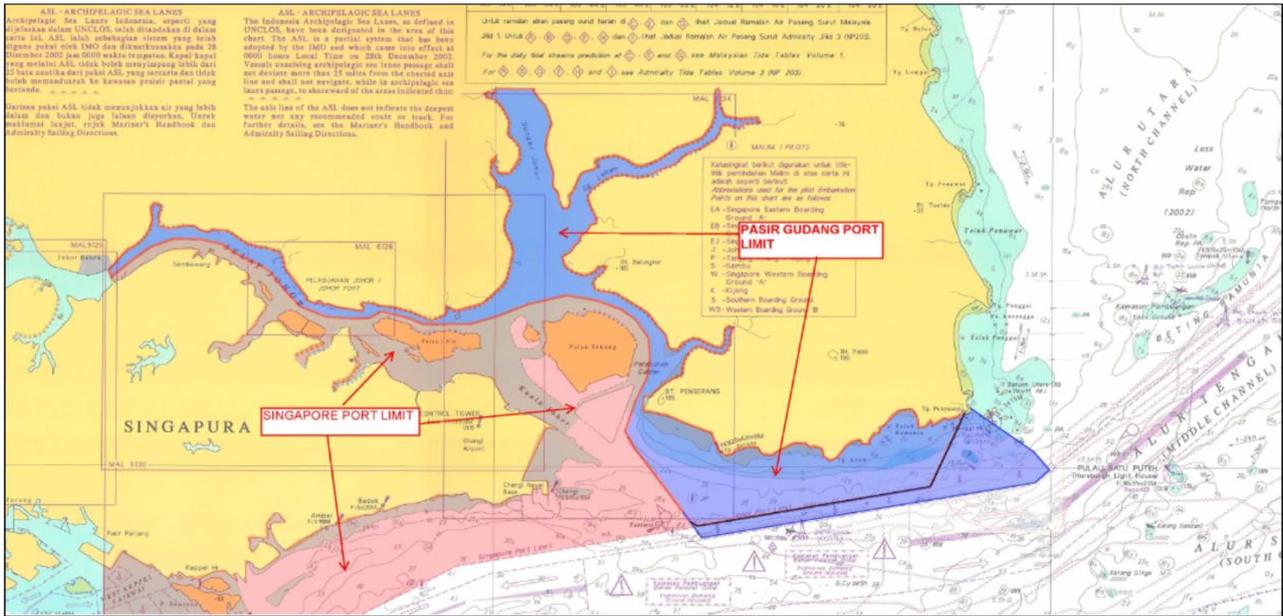
- Location: West Boarding Ground Position: Lat. 01° 17' 33" N Long. 104° 07' 45" E
- Location: East Boarding Ground Alpha Position: Lat. 01° 18' 95" N Long. 104° 16' 90" E
- Location: East Boarding Ground Position: Lat. 01° 18' 13" N Long. 104° 12' 20" E

### **4.0 Port and Pilotage Limit**

The Legal Notification No. 73 of 1953 is amended in the First Schedule, in respect of the State of Johore, by substituting for the port limits for Pasir Gudang the following port limits:

The areas enclosed by the following imaginary lines:

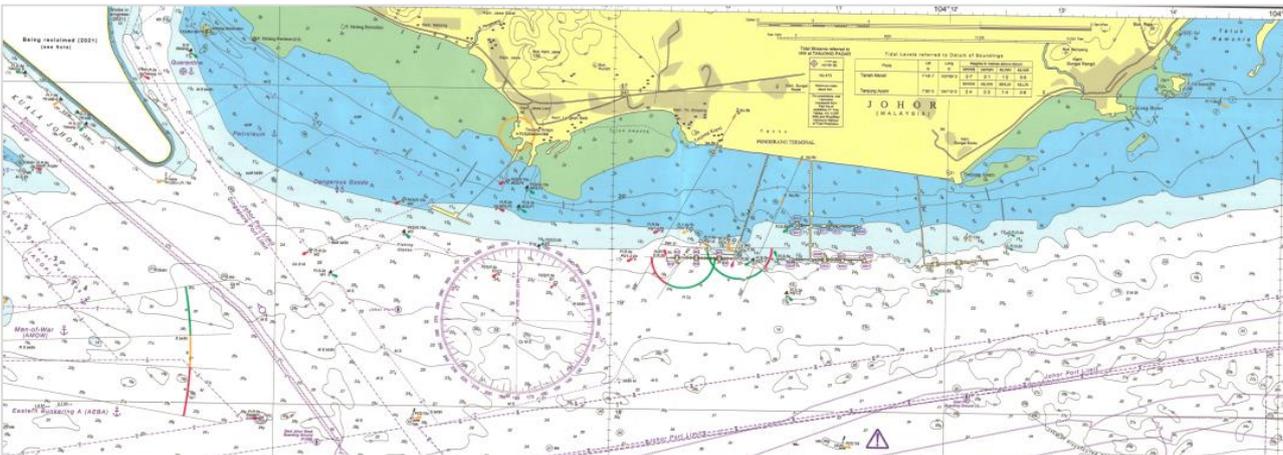
- a) From a point of the coast at the southernmost tip of Tanjung Datuk or Tanjung Penyusop at Latitude 01° 22.20' North, Longitude 104° 17.05' East, directly to;
- b) Latitude 01° 20.59' North, Longitude 104° 19.33' East, to;
- c) Latitude 01° 19.90' North, Longitude 104° 19.93' East, to;
- d) Latitude 01° 19.40' North, Longitude 104° 19.40' East, to;
- e) Latitude 01° 17.35' North, Longitude 104° 07.46' East, to;
- f) Latitude 01° 18.31' North, Longitude 104° 06.78' East, Thence following the boundary of the Malaysia territorial waters until reaching the eastern side of the Johore Causeway to the coastline eastwards and returning to position referred to in subitem (a), including the Johore River up to the bridge where the Johor Bahru to Kota Tinggi road crosses the Johore River and all other navigable rivers and tributaries flowing into these waters and all piers, jetties, wharves, landing places, quays, docks and other similar works whether within or without the high water mark and any portion of shore or banks within 45.72 metres of the high water subject to any rights of private property therein."



## 5.0 Anchorage Area

Five (5) designated anchorage area within Pasir Gudang Port Limit :

- a) General Purpose Anchorage
- b) Dangerous Goods Anchorage
- c) Petroleum Anchorage
- d) Quarantine Anchorage
- e) Ramunia Anchorage



## 6.0 Arrival and Departure Notice

- a) All vessels calling at Johor Port are required to notify Marine Department and Johor Port Authority (JPA) of their ETA, vessel particulars and whether any dangerous cargo is present on board at least 48 hours prior to her arrival.
- b) Notice of Arrival is provided in **Appendix 1** and shall be provided minimum two (2) hours prior to her arrival and minimum one (1) hour prior to her departure from Johor Port.

- c) Our circular No.2 (1998) MARINE shall remain applicable unless superseded by our issuance of another circular.

## 7.0 Johor Port Control Station/Communication

- a) Station Name - Johor Port Control (JPC)
- b) JPC is equipped with AIS Monitoring System and VHF Radio to monitor the movement of all ships in port and undertake ship / shore communication. The VHF Radio is the port communication centre between the ship and shore. Keep radio watch on Channel 11, 16, 21 & 77 on VHF band (156 to 170 MHz).
- Channel 11 (156.550) – Johor Port Control (JPC)/JPA VTMS
  - Channel 16 (156.800) – Calling, Distress and Safety
  - Channel 21 (157.050/161.65) – Sembawang Port Control
  - Channel 77 (156.875) – Pengerang Marine Operation

Received from Vessel / Agent	Reporting Time	Mode of communication	Information required from Vessel
Notification of arrival	48 hours prior arrival	Radio/Email	Vessel's name, call sign, ETA, Ma Vessel's name, Call Co
Confirmation of arrival and booking pilot	2 hours notices prior to arrival	VHF Radio Ch. 11	Vessel's name, latest ETA, confirmation of Air Draft, Draft and LOA and last port of call
Reconfirmation of arrival	1 hour notice prior to arrival	VHF Radio Ch. 11	
If upon anchoring	Report immediately after drop of anchor	VHF Radio Ch. 11	Anchoring time, distance from Tg. Setapa
Notification of departure	1 hour notice prior to departure	VHF Radio Ch. 11	Vessel's name, call sign, ETD, Max draft, Air Draft, Next Port

### Johor Port Control (JPC)

TEL: 07-2512620 / 019-7752297

Email Address: [jpc@johorport.com.my](mailto:jpc@johorport.com.my)

## 8.0 Tidal Information

- a) Controlling depths:
- ii) From Eastern Buoy to Johor Port waterfront is 12.0m at Lowest Astronomical Tide (L.A.T)
  - iii) Johor Port waterfront to Sembawang shipyard is 11.1m (between Seletar Buoy and Gudong Buoy)
  - iv) Sembawang Shipyard Waterfront to Ordnance Reach is 9.8 m.
  - v) Johor Port anchorage area the maximum depth is 30 m.
- b) DAYLIGHT HOURS is the period between 0630 hours to 1900 hours.
- c) The term "No Tidal Restriction" refers to no constraint caused by the rate of tidal stream. The height of tide has not been taken into consideration.
- d) Density of water: Under normal conditions, between 1.018 to 1.021 g/cm.

BERTH	LENGTH	WHARF MARK	BERTH DEPTH	BERTH DRAFT	DWT	DISPLACEMENT	
<b>BULK &amp; BREAKBULK</b>							
BT 9 (L/W)	61M	00-61	5.0M	4.5M	5 K	6.5 K	Draft 10.5M above need program (refer to tide table Changi)
BT10 (W1)	110M	61-171	6.0M	5.5M	20 K	26 K	
BT11 (W2)	183M	171-354	11.0M	10.5M	60K	78K	
BT12 (W3)	183M	354-537	11.0M	10.5M	80 K	100 K	
W4	192M	537-729	13.0M	12.5M	60 K	78 K	
W5	217M	729-946	13.3M	12.8M	60 K	78 K	
W6	214M	946-1160	13.0M	12.5M	60 K	78 K	
FirW7	195M	1160-1355	12.4M	11.9M	60 K	80 K	
W8	195M	1355-1550	12.3M	11.8M	60 K	80 K	
W9	195M	1550-1745	12.3M	11.8M	60 K	80 K	
W10	195M	1745-1940	12.6M	12.1M	60 K	80 K	
W11 S/N	240M	1940-2040-S 2040-2180-N	10.6M 10.3M	10.1M 9.8M	10 K	13 K	
<b>LIQUID JETTY</b>							
BT1 (DCJ4)	260M	< 250	12.8M	12.3M	90 K	110 K	Draft 10.5M above need program (refer to tide table Changi)
BT2 (DCJ3)	298M	< 280	12.6M	12.1M	90 K	120 K	
BT3 (DCJ1)	241M	< 200	10.6M	10.1M	45 K	50 K	
CT3A	250M	< 250	13.5M	13.0M	88 K	110 K	
BT5 (OJ3)	215M	< 230	11.0M	10.5M	40 K	55 K	
BT6 (OJ1)	195M	< 230	11.7M	11.2M	40 K	55 K	
BT8 (OJ2)	215M	< 137M (20M BEAM)	10.0M	9.5M	10 K	15 K	<ul style="list-style-type: none"> <li>• Maximum vessel LOA is 137 meters.</li> <li>• Vessel displacement not exceeding 15,000MT.</li> <li>• Vessel beams not exceeding 22.0 meters.</li> <li>• If vessel criteria meet either requirement above, 2 pilots are required for berthing and unberthing.</li> <li>• Berthing and unberthing at any time of the day</li> </ul>

BT4 (DCJ2)	200M	90M <120M (20 BEAM)	8.1M	7.6M	8 K	10 K	<ul style="list-style-type: none"> <li>• Vessel LOA below 90m with no restriction, if vessel LOA is between 90m to 120m meters.</li> <li>• Required 2 pilots during Berthing and Unberthing.</li> <li>• Entering Daylight with slack water to high tide. (Refer to the monthly tidal program provided by PDM and Hazmir)</li> <li>• Berthing according to the tidal window that has been programmed.</li> <li>• Vessel beams not exceeding 20.0 meters.</li> <li>• Vessel displacement not exceeding 10,000MT.</li> <li>• Unberthing at any time of the day.</li> </ul>
BT7 (OJ4)	130M	110M<120M (20 BEAM)	9.0M	8.5M	10 K	15 K	<ul style="list-style-type: none"> <li>• Vessel LOA below 109m with no restriction can berth at any time of the day. If the vessel LOA is between 110m to 120m meters.</li> <li>• Vessel LOA more than 110m required 2 pilots during Berthing and Unberthing.</li> <li>• Entering with slack water to high tide. (Refer to the monthly tidal program provided by PDM and Hazmir)</li> <li>• Berthing according to the tidal window that has been programmed.</li> <li>• Vessel beams not exceeding 20.0 meters.</li> <li>• Vessel displacement not exceeding 15,000 MT.</li> <li>• Unberthing at any time of the day.</li> </ul>
<b>CONTAINER TERMINAL</b>							
CT1	236M	00-236	13.3M	12.8M	80 K	104 K	Draft 10.5M above need program (refer to tide table Changi)
CT2	236M	236-473	13.3M	12.8M	80 K	104 K	
CT3	236M	473-710	13.3M	12.8M	80 K	104 K	
IDEMITSU		NA	8.7M	8.2M			Draft 6.7M needs program (refer to tide table Pasir Gudang) <b>(Vessel Draft &gt;8.5m require Portside Alongside)</b>
<b>MOLF STAPA (SPT)</b>							
BERTH 1	190M	NA	NA	NA	NA	NA	NA
BERTH 2	190M	NA	10.3M	9.3M	NA	NA	Draft 8.7M needs program (refer to tide table Pengerang)
BERTH 3	190M	NA	7.0M	6.0M	NA	NA	Draft 6.3M needs program (refer to tide table Pengerang)

TANJUNG LANGSAT TERMINAL							
BERTH	LENGTH	WHARF MARK	BERTH DEPTH	BERTH DRAFT	DWT	DISPLACEMENT	
<b>LIQUID JETTY</b>							
BERTH 1	430M	NA	15M	13.5M	NA	NA	Draft 11.4M above needs program (refer to tide table Changi)
BERTH 3	250M	NA	15M	13.5M	NA	NA	
BERTH 5	290M	NA	15M	13.5M	NA	NA	
BERTH 8	270M	NA	15M	13.5M	NA	NA	
BERTH 9	330M	NA	15M	13.5M	NA	NA	
BERTH 2	130M	NA	7.5M	7.0M	NA	NA	Draft 7.0M needs program (refer to tide table Tanjung Langsat)
BERTH 4	145M	NA	7.5M	7.0M	NA	NA	
<b>BULK &amp; BREAKBULK</b>							
BERTH 6	180M	NA	NA	NA	NA	NA	Draft 7.7M needs program (refer to tide table Tanjung Langsat) <i>(Subject latest depth declaration by TLP)</i>
BERTH 7	205M	NA	NA	NA	NA	NA	Draft 7.2M needs program (refer to tide table Tanjung Langsat) <i>(Subject latest depth declaration by TLP)</i>

PENGERANG DEEPWATER TERMINAL							
BERTH	LENGTH	WHARF MARK	BERTH DEPTH	BERTH DRAFT	DWT	DISPLACEMENT	
<b>PT2SB</b>							
BERTH 6201	NA	NA	NA	NA	NA	NA	Berthing during high tide
BERTH 6212	NA	NA	NA	NA	NA	NA	Draft 5.9M needs program (refer to tide table Pengerang) <i>(Subject latest depth declaration by PT2SB)</i>

## **9.0 Pilotage Services**

The authority (JPA) may require vessels to be under pilotage also stated under Part 29B Port Authority Act 488:

- a) The Authority may, if it appears to the authority to be necessary, require any vessel while navigating in any pilotage district or part thereof to be under pilotage, and the master or owner of such vessel shall comply with such requirement.
- b) A vessel while being moved within any area of the port which is or forms part of pilotage district shall be deemed to be a vessel navigating in a pilotage district

## **10.0 Pilotage Exemption**

To qualify for any exemption, the following conditions shall apply:

- a) Master had previously called at Johor Port at least 10 times (inbound and outbound) with the same vessel.
- b) The vessel's LOA should be below 45 meters except calling to Authority Wharves and Private Jetties.
- c) Form of Pilotage Exemption (refer to Annex 24) should be verified by Head of Department Johor Port Authority prior to obtaining the approval.

## **11.0 Compulsory Pilotage at Anchorage Area**

With effect from 15/08/2018 (**Appendix 2- Port Notice no. 57/2018**), Johor Port Authority (JPA) has enforced the following:

Compulsory pilotage for all vessels exceeding 45 metres LOA transiting Pasir Gudang Port Limit and/or proceeding in and out of the Pasir Gudang Anchorage area for the purpose of anchoring or shifting anchor position within the anchorage.

## **12.0 Automatic Steering**

All vessel navigating within the harbour limits shall at all times maintain adequate watch keeping personnel and at no time maintain a solo watch keeping. The use of an automatic pilot steering device is strictly prohibited.

## **13.0 Vessels with Structural, Mechanical or Equipment Defects**

The master should inform the pilot:

- a) The manoeuvring characteristics of the vessel or any unusual characteristics or defects or problems that could affect the safe manoeuvring of the vessel.
- b) The particulars of the vessel, i.e., LOA, draft, type of engine and propellers bow and stern thrusters etc.

## 14.0 Pilotage Minimum Requirement

Johor Port					Tanjung Langsat Port				
Vessel LOA	Berthing	Unberthing	Chanelling	Shifting	Vessel LOA	Berthing	Unberthing	Chanelling	Shifting
Up to 125 m	1	1	1	1	Up to 125 m	1	1	1	1
125 m to 239 m	1	1	1	1	125 m to 239 m	1	1	1	1
240 m to 279 m	1	1	1	1	240 m to 279 m	1	1	1	1
280 m & above	2	2	2	2	280 m & above	2	2	2	2
Draft > 12 m	2	2	2	2	Draft > 12 m	2	2	2	2
Pengerang					MMHE				
Vessel LOA	Berthing	Unberthing	Chanelling	Shifting	Vessel LOA	Berthing	Unberthing	Chanelling	Shifting
Up to 125 m	1	1	1	1	Up to 125 m	1	1	1	1
125 m to 239 m	1	1	1	1	125 m to 239 m	1	1	1	1
240 m to 279 m	1	1	1	1	240 m to 279 m	1	1	1	1
280 m & above	2	2	2	2	280 m & above	2	2	2	2
Draft > 12 m	1	1	1	1	Draft > 12 m	NA	NA	NA	NA

\*Pengerang PT15B berth No 601/602 Berth/Unberth during spring tide (LOA 180 & above) - 2 Pilots

Anchorage	
Vessel LOA	Anchoring
Up to 125 m	1
125 m to 239 m	1
240 m to 279 m	1
280 m & above	2
Draft > 12 m	1

## 15.0 Tugboat Minimum Requirement

Vessel LOA	Berthing	Unberthing	Anchoring	Escort	Shifting	STS	Docking	Special Job
Up to 125 m	1	1	NIL	NIL	1	2	2	As per requirement
125 m to 239 m	2	2	NIL	NIL	1-2 (based on distance to shift)	2-3	Based on MMHE	As per requirement
240 m to 280 m	2-3	2-3	1	1	2-3	3-4	Based on MMHE	As per requirement
Above 280 m	4	4	2	2	4	4	Based on MMHE	As per requirement
Draft > 12 m	Based on Vessel LOA			1	Based on Vessel LOA			As per requirement

Notes:

\*Tug and Barge LOA > 80 m with GRT 5000MT & above, required 1 escort tug during channelling. (Subject to agreement from Tug Master and shipping agent)

Tugboat minimum requirement for “Special Job” shall include the following, but not limited to:

- a) Towing dead vessels and special construction vessels.
- b) Oil rigs/oil platforms.
- c) Load out/ load in or positioning of huge barges.
- d) Rescue / Salvage operations
- e) Deep draft vessels

## 16.0 Shifting Requirement

Distance	LOA (Meter)	Pilot	Tug	Mooring Crew	Obstruction	Resources	Booking Marine M
0-20 meters	-	-	-	Yes	-	-	Yes
20-50 meters	-	-	-	Yes	No	-	Yes
20-50 meters	-	1	Yes / No (subject to Request by Master) (Engine on standby)	Yes	Yes	Pilot/Tug	Yes
50-100 meters	< 125	1	1	Yes	Yes / No	Pilot / Tug	Yes
50-100 meters	125 > 269	1	2	Yes	Yes / No	Pilot / Tug	Yes
	270 > 279	1	3	Yes	Yes / No	Pilot / Tug	Yes
	>280	1	4	Yes	Yes / No	Pilot / Tug	Yes
> 100 meters	-	1	2	Yes	Yes / No	Pilot / Tug	Yes

## 1.7 Approval of Relevant Authorities

### a) Port Health:

All vessels must obtain health clearance from the port health officer before commencing cargo works. Relevant information will have to be furnished at least 24 hours prior to vessel arrival.

### b) Immigration:

Vessels to provide Crew list and stowaway declaration.

### c) Marine Department:

Ship clearance will have to be obtained by the shipping agent from the Southern Region Marine Department.

### d) Customs:

Relevant information such as Personal effects list, cargo manifest, general declaration list and bond store list shall be made available to the customs officers for inspections for the purpose of port clearance.

## 1 Freshwater Supply

Fresh water supply via pipelines can be arranged at Johor Port berth via JPB, Port Security & Safety Department (PSSD)

## 2 Terms & Conditions of Business

Refer to JPB Terms & Conditions of Business link: [Johor Port - Terms & Conditions](#)

## 3 Emergency Contact Numbers

PORT SECURITY & SAFETY TEAM		Mobile	Office	Email
Jamaluddin Raja Mohamad	General Manager Port Security & Safety	019-7767042	+607-2535888 Ext. 518	<a href="mailto:jml@johorport.com.my">jml@johorport.com.my</a>
Mohd Zamri Manjanib	Head of Operation	019-7155625	+607-2535888 Ext. 516	<a href="mailto:zamri@johorport.com.my">zamri@johorport.com.my</a>
Saravanan Kanesan	Head of Security	019-7188922	+607-2535888 Ext. 538	<a href="mailto:saravanan@johorport.com.my">saravanan@johorport.com.my</a>
Mohammad Aidi Ayob	Criminal & Investigation	019-7767465	+607-2535888 Ext. 520	<a href="mailto:m.aidi@johorport.com.my">m.aidi@johorport.com.my</a>
Mohd Shazarul Afidz	Head of Fire & Rescue	019-7598099	+607-2535888 Ext. 402	<a href="mailto:mohd.shazarul@johorport.com.my">mohd.shazarul@johorport.com.my</a>
Muhammad Amiruddin Danyal	Head of Fire & Rescue Operation	013-9002869	+607-2535888 Ext. 404	<a href="mailto:amir@johorport.com.my">amir@johorport.com.my</a>
Mohd Khairuddin Rosman	Fire Maintenance & Prevention	019-7711432	+607-2535888 Ext. 641	<a href="mailto:khairuddin@johorport.com.my">khairuddin@johorport.com.my</a>
Nor Zaini Mohamad	Occupational Safety & Health	019-7763916	+607-2535888 Ext. 530	<a href="mailto:norzaini@johorport.com.my">norzaini@johorport.com.my</a>
JOHOR PORT MARINE TEAM		Mobile	Office	Email
Johor Port Control (JPC)	VHF Channel 11	019-7752297	6072512620 6072535888 EXT 433	<a href="mailto:jpc@johorport.com.my">jpc@johorport.com.my</a>
Capt. Saadon Shukor	Head Marine Services	012-7510274	+607-2535888 Ext. 431	<a href="mailto:saadonshukor@johorport.com.my">saadonshukor@johorport.com.my</a>
Capt. Noor Azman Salleh	Pilot Superintendent	011-1152 0368	607-2535888 Ext. 417	<a href="mailto:pdm@johorport.com.my">pdm@johorport.com.my</a>
Capt. Bakhtiar Effendy	Pilot Manager	019-7739545	607-2535888 Ext. 653	<a href="mailto:bakhtiar@johorport.com.my">bakhtiar@johorport.com.my</a>
Ummi Hanisah Md Tahir	Marine Occupational Safety & Health	012-6574417	+607-2535888 Ext. 647	<a href="mailto:ummi.hanisah@johorport.com.my">ummi.hanisah@johorport.com.my</a>

## Appendix 1



## LEMBAGA PELABUHAN JOHOR

JALAN MAWAR MERAH 2, PUSAT PERDAGANGAN PASIR GUDANG 2  
81700 PASIR GUDANG, JOHOR DARUL TA'ZIM



Rujukan / Reference : LPJ/IP/OPS/24JLD3(83)

Tarikh / Date : 06 Julai / July 2022

### NOTIS PELABUHAN BIL. 02 / 2022 PORT NOTICE NO. 02 / 2022

**KEPADA: PEMAKLUMAN KEPADA JABATAN KERAJAAN BERKAITAN, OPERATOR PELABUHAN, EJEN PERKAPALAN, EJEN PENGHANTARAN, PENGHANTAR FRET, PERSATUAN-PERSATUAN, PEMILIK JETI PERSENDIRIAN, FERI TERMINAL DAN PENGGUNA-PENGGUNA PELABUHAN**

**TO: NOTIFICATION TO RELATED GOVERNMENT AGENCIES, PORT OPERATOR, SHIPPING AGENT, FORWARDING AGENT, FREIGHT FORWARDER, ASSOCIATIONS, PRIVATE JETTY, FERRY TERMINAL AND PORT USERS.**

**PERKARA: NOTIFIKASI PRA-KETIBAAN KAPAL DI DALAM SISTEM eGATEWAY UNTUK PEMATUHAN KOD ANTARABANGSA SEKURITI KAPAL DAN KEMUDAHAN PELABUHAN (ISPS CODE).**

**SUBJECT: SHIP PRE-ARRIVAL NOTIFICATION IN eGATEWAY SYSTEM IN COMPLIANCE WITH THE INTERNATIONAL SHIP & PORT FACILITY SECURITY (ISPS) CODE.**

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| <p>1. Adalah dimaklumkan bahawa bermula <b>09 Ogos 2022</b>, notifikasi pra-ketibaan kapal yang berkaitan dengan pematuhan Kod Antarabangsa Sekuriti Kapal dan Kemudahan Pelabuhan (<i>ISPS Code</i>) hendaklah dilaksanakan di dalam sistem <i>eGateway</i>.</p> <p>2. Pengisytiharan notifikasi pra-ketibaan kapal untuk Kod <i>ISPS</i> ini hendaklah dibuat di dalam tempoh 48 jam sebelum ketibaan kapal di pelabuhan dengan melengkapkan perkara berikut di dalam sistem <i>eGateway</i>:</p> <p>a) Pengisytiharan Umum (<i>FAL 1</i>) dan semua maklumat berkaitan Kod <i>ISPS</i>.</p> | <p>1. <i>Please be informed, effective 09 August 2022, ship pre-arrival notification in compliance to the International Ship and Port Facility Security (ISPS) Code shall be submitted in eGateway system.</i></p> <p>2. <i>The declaration of ship pre-arrival notification for ISPS Code shall be made within 48 hours prior to the arrival of ship at the port by completing the following items in eGateway system:</i></p> <p>a) <i>General declaration (FAL 1) and ISPS Code information.</i></p> |
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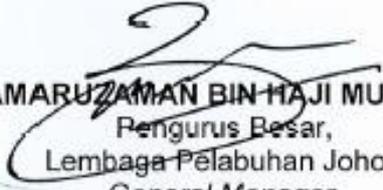
IBU PEJABAT (PASIR GUDANG)	: 07-253 4000 (TEL.) 07-251 7684 (FAKS)
TERMINAL FERI CHANGI, SINGAPURA	: 02-6545 3230 (TEL.) 02-6545 3231 (FAKS)
LAMAN WEB	: <a href="http://www.lpj.gov.my">http://www.lpj.gov.my</a> e-mail: <a href="mailto:admin@lpj.gov.my">admin@lpj.gov.my</a>

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| b) Pengisytiharan senarai anak kapal (FAL 5).      | b) <i>Ship crew list declaration (FAL 5).</i>         |
| c) Pengisytiharan penumpang (FAL 6) sekiranya ada. | c) <i>Passenger declaration (FAL 6) if available.</i> |
| d) Pengisytiharan stowaway sekiranya ada.          | d) <i>Stowaway declaration if available.</i>          |
3. Adalah diingatkan agar semua pengguna pelabuhan dikhendaki memberikan kerjasama sepenuhnya ke atas perkara ini.
3. *Please be reminded that all port users are required to give full cooperation on this matter.*

Sekian terima kasih.

*Thank you.*

**PROFESIONALISME MEMANTAPKAN PERKHIDMATAN.**  
*PROFESSIONALISM ENHANCES SERVICE*

  
**KAMARUZAMAN BIN-HAJI MUNASIR,**  
Pengurus Besar,  
Lembaga Pelabuhan Johor.  
*General Manager,  
Johor Port Authority.*  
[kamaruzaman@jpi.gov.my](mailto:kamaruzaman@jpi.gov.my)

No. dokumen: 192647



Rujukan : LPJ/IP/OPS/24JLD3(20)

**NOTIS PELABUHAN BIL.57/2018**  
**LEMBAGA PELABUHAN JOHOR**

**TARIKH** : 15 OGOS 2018

**KEPADA** : OPERATOR PELABUHAN, MALIM  
PELABUHAN, EJEN PERKAPALAN, PEMILIK  
TERMINAL, JETI PERSENDIRIAN DAN  
PENGGUNA PENGGUNA PELABUHAN

**PERKARA** : TAMBAHAN KEPADA NOTIS PELABUHAN BIL.  
20/05/2014 – GARIS PANDUAN PELAYARAN DI  
DALAM HAD PELABUHAN PASIR GUDANG

Untuk makluman berkuatkuasa serta merta, garis panduan pelayaran ini adalah terpakai kepada semua jenis kapal yang memasuki, belayar, navigasi dan berlabuh di dalam had Pelabuhan Pasir Gudang sepertimana berikut:

1. Semua kapal wajib melapor ke VTMS LPJ menggunakan kod panggilan (*Call Sign*) *Johor Port Control* pada saluran VHF 11 (*VHF Channel 11*) apabila memasuki dan meninggalkan had Pelabuhan Pasir Gudang.
2. Semua kapal wajib menggunakan perkhidmatan malim di dalam Daerah Pemaliman yang telah diwartakan. Daerah Pemaliman adalah seperti dinyatakan dalam Notis Pelabuhan Bil. 20/05/2014.
3. Nakhoda (*Master*) kapal bertanggung jawab untuk mematuhi arahan yang dikeluarkan oleh "*Port Control Station*" dan malim-malim yang bertugas memandu arah kapal yang diterima melalui radio (*VHF Channel 11*) serta sentiasa melapor kedudukan kapal.
4. Penggunaan *auto-pilot* di dalam kawasan ini adalah tidak dibenarkan sama sekali.

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IBU PEJABAT (PASIR GUDANG)	: 07-253 4000 (TEL.) 07-251 7684 (FAKS)
PEJABAT PERHUBUNGAN LPJ (TG. PELEPAS)	: 07-507 1978 (TEL.) 07-507 1976 (FAKS)
TERMINAL FERI CHANGI, SINGAPURA	: 02-6545 3230 (TEL.) 02-6545 3231 (FAKS)
LAMAN WEB	: <a href="http://www.lpj.gov.my">http://www.lpj.gov.my</a> e-mail: <a href="mailto:admin@lpj.gov.my">admin@lpj.gov.my</a>

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5. Setiap kapal wajib memastikan alat/sistem 'Automatic Identification System' (AIS) sentiasa berfungsi dengan baik dalam keadaan terpasang (*switch "ON" mode*) pada setiap masa.
6. Setiap kapal perlu mengekalkan kelajuan yang tidak melebihi 12 *knots* di kawasan alur pelayaran dan tidak melebihi 6 *knots* apabila melalui kawasan pelabuhan dan ternakan kupang.
7. Nakhoda (Master) kapal perlu mematuhi undang-undang dan peraturan yang dikuatkuasakan termasuk "*International Regulations For Preventing Collisions at Sea 1972 as Amended*", *East Johore Straits (EJS) Guidelines*, Akta Lembaga-Lembaga Pelabuhan Malaysia 1963 (Pindaan 1992) termasuk Undang-undang Kecil Pelabuhan dan apa-apa jua Akta/Undang-Undang/Ordinan/Pekeliling dan apa-apa peraturan yang digunakan di dalam perairan pelabuhan.

Adalah ditegaskan sekiranya terdapat sebarang pelanggaran peraturan yang disebutkan di atas, mana-mana pihak terlibat boleh dikenakan tindakan mengikut Akta Lembaga-Lembaga Pelabuhan 1963 (Pindaan 1992) yang berkuatkuasa.

Sekian, terima kasih.

#### PROFESIONALISME MEMANTAPKAN PERKHIDMATAN

  
**MUHAMMAD RAZIF BIN AHMAD**  
Pengurus Besar  
Lembaga Pelabuhan Johor  
✉ [razifahmad@lpj.gov.my](mailto:razifahmad@lpj.gov.my)

## **Pilotage & Towage Terms & Conditions**

### **1.0 PILOTAGE SERVICES**

#### **1.1 Navigating in Port Pilotage District**

No ship for which pilotage is compulsory as specified by Authority from time to time shall navigate in the Port Pilotage District without the assistance of a Pilot.

#### **1.2 Requirement to Use JPB Pilotage Services**

No ship requiring pilotage for the purpose of approaching, leaving or operating within the port shall engage a pilot other than a pilot provided or authorised by JPB and who is duly licensed to act as a pilot in the Port Pilotage District by the Pilotage Committee of the Authority.

#### **1.3 Use of Pilotage Services**

**1.3.1** Pilotage services shall be undertaken by JPB upon the following terms and conditions:

- (a) Pilotage services in respect of an incoming ship shall be deemed to commence only when the pilot has boarded the ship and shall be deemed to end when the ship has been anchored, moored or otherwise secured to the satisfaction of the Master;
- (b) Pilotage services in respect of an outgoing ship shall be deemed to commence only when the pilot has boarded the ship and shall be deemed to end when he leaves the ship; and
- (c) Pilotage services in respect of any other movement of a ship shall be deemed to commence when the pilot has boarded the ship and shall be deemed to end when he leaves the ship.

**1.3.2** A pilot supplied by JPB whilst engaged in any pilotage act shall be deemed to be the servant only of the port user contracting for the services of the pilot and neither JPB nor the pilot shall be liable for any loss or damage occasioned by any act, omission or default of such pilot.

**1.3.3** The port user employing the services of a pilot to navigate in circumstances in which pilotage is compulsory shall be answerable for any loss or damage caused by the ship by fault of the navigation of the ship in the same manner as he would be if the pilotage were not compulsory.

**1.3.4** When a pilot taking over the conduct of a ship finds that for any reason such ship is not, in his opinion, fit to proceed in her existing condition, he may refuse to continue the services for which he has been engaged and may anchor or otherwise secure such ship as safely as possible.

**1.3.5** If a pilot finds that a ship of which he has the conduct appears to be overloaded, he shall have the right not to undertake the pilotage of that ship.

**1.3.6** Ships requiring the services of any pilot shall comply with the Port Authorities Act 1963, the Johore Port Authority By-Laws 2021, all other rules and regulations issued and enforced by the relevant government authorities and with all the international conventions ratified by the Government of Malaysia relating to pilotage and pilotage operation including any other direction stipulated by JPB from time to time for the safe pilotage and convenience of pilotage operation.

## **2.0 TOWAGE SERVICES**

### **2.1 Requirement to Use JPB Towage Services**

No ship requiring towage for the purposes of approaching, leaving or operating within the port shall make use of any towage services other than those provided by JPB.

### **2.2 Use of Towage Services**

Towage and assistance connected with the towage of ships shall only be undertaken by JPB upon the following terms and conditions:

- (a) the towage services shall be deemed to commence when the tug receives orders from JPB to leave the base to proceed and is deemed to end when the tug arrives at the base after final orders to cease attending are given by JPB;
- (b) the Master and crew of any tug whilst performing towage services shall be deemed to be the servants of and shall be under the order and control of the port user using the towage services.

**2.3** JPB shall not be liable to the port user for any damage or loss, which it may suffer during the provision of towage services. The port user shall bear, pay and indemnify JPB against any damage or loss which it may suffer during the course of, or in connection with towage services from any cause whatsoever including unseaworthiness, unfitness or breakdown of the tug, its equipment or towing gear, lack of fuel, stores or speed or otherwise but not including gross negligence at any time of JPB.

**2.4** JPB may at any time, whether before or after the commencement of the towage services substitute one tug for another and tow or otherwise assist in matters connected with the towage of more than one ship at a time. JPB shall be at liberty to employ a tug belonging to other tug owners for the whole or any part of the towage services.

**2.5** No sum payable by the port user shall be discharged or diminished by any sums recovered by JPB from its insurers in respect of the same damage or loss, and the port user shall not be entitled to be subrogated to any rights of JPB or have any rights of contribution from JPB insurers.

**2.6** In the event of JPB employing a tug belonging to other tug owners, for the whole or any part of the towage services, the port user shall not bring any suit against the other tug owners in respect of any matter arising out of such towage services rendered in connection with the towage services.

**2.7** These Terms and Conditions shall remain in force notwithstanding any deviation or interruption or failure in the performance of the towage services and whether there has been any substitution of tug.