



REPUBLIC OF INDONESIA

INFORMATION PAPER

**DEVELOPMENT OF BATAM VTS CENTRE
FOR THE STRAITS OF MALACCA AND SINGAPORE**

Noted by Indonesia

For

**THE 37th MEETING OF
THE TRIPARTITE TECHNICAL EXPERTS GROUP
ON SAFETY OF NAVIGATION
IN THE STRAITS OF MALACCA AND SINGAPORE**



**DIRECTORATE GENERAL OF SEA TRANSPORTATION
SINGAPORE**

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Development of Batam VTS

Submitted by Indonesia

The development of marine activities and rapid vessel traffic movement in strait of Malacca and Singapore has been anticipate by establishing ship reporting system on those area called STRAITREP in 1998. For the reason of increasing of vessel traffic as the impact trading development and shipping/dock yard industries activities in Batam and in order to enhance safety of navigation in the vicinity of the Straits of Malacca and Singapore, Indonesia established the Batam VTS Center. The Batam VTS is expected to contribute to the improvement marine safety, environment protection, as well as effectiveness of traffic movement in its coverage area by providing services within the waters of Batam Ports and other ports in vicinity within the coverage of Batam VTS.

Current progress of Batam VTS development are as follows:

1. LEGAL FRAME

In support of the establishment of VTS infrastructure, Indonesia simultaneously prepares the required soft component such as regulation and other necessary documents for VTS operation as follows:

a. National Regulation

1) National Regulation regarding VTS has been established as follows:

- Peraturan Pemerintah no 5 tentang Kenavigasian (Government Act no 5 regarding Navigation)
- Permenhub no 26 tentang Telekomunikasi Pelayaran (Ministry of Transportation Decree no 26 regarding Maritime Telecommunication)

2) In drafting progress on Minister of Transportation Decree regarding VTS.

b. IMO Regulation

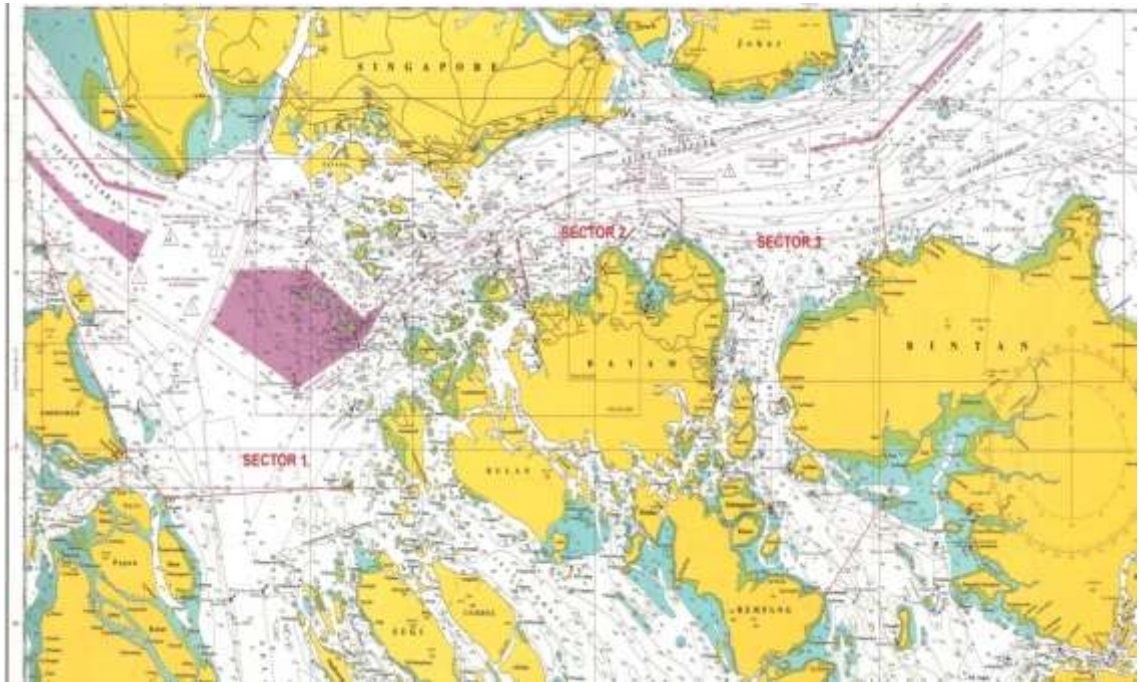
Before Batam VTS is operated, it shall bereported to the IMO MSC to be stated on IMO World Guide VTS wether in Batam – Indonesia has been established a VTS station with a certain operational characteristic.

c. IALA Regulation

The Standard Operation and Procedure have been prepared and the progress is in DGST Legal Authorities process to be establisbed for Batam VTS operation.

2. WORKING AREA

Working area of Batam VTS for this phase are planned by 0,5 NM southern side of Traffic Separation Scheme (TSS) up to Batam Island and Islands in vicinity, consist of three (3) Sectors as figured below:



Sector 1: Sekupang, Tg. Uncang, Sambu,
 Sector 2: Batu Ampar, Batam Centre, Nongsa,
 Sector 3: Kabil, Punggur, Tg. Uban, Lagoi

And three (3) Anchorage Area (Selat Durian, Batu Ampar, Kabil Dalam) and one (1) Ship to Ship Transfer (STS area)

3. INFRASTRUCTURE

a. VTS Station



In line with the IALA Recommendation, the VTS system shall be equipped with radar 'X'-band, AIS Base Station, CCTV, VHF Communication, and Meteorological Sensor, data recording and VTS Monitor. With these equipments, the VTS shall initially provide Information Service (INS) to all users in the VTS area. Further provision of type of service may be taken into consideration following an evaluation of said VTS Operation within certain period. Indonesia shall urge Indonesian-flag vessels to participate in the system

- b. Sensors
 - 1. Batam
 - 2. P. Iyu Kecil
 - 3. P. Takong Kecil
 - 4. Tg. Berakit

4. ORGANIZATION

- a. Structure of Organization

VTS Structure of Organization has been set up by DGST and in proposal for establishment by Authority.
- b. Manning/Human Resources

The Manning of VTS that consist of VTS Manager, VTS Supervisor, VTS Operator, Technician and Supporting Staff has been set capacity building of human resources has been done by trainings by DGST programme and also by Government to Government cooperation such VTS Operator training by AMSA Australia, Training by Japan VTS equipment manufacturer (JRC). The further training cooperation will be carried out by cooperation between Indonesia MPA Singapore for Batam VTS Operators.

5. THIRD PARTIES

- a. Littoral Country Agreement

Batam VTS operational programme has been informed and discussed between 3 littoral country (Indonesia, Malaysia and Singapore) on 35th TTEG forum at Yogyakarta- Indonesia and 36th TTEG at Malaka-Malaysia.

Intersection meeting has been conducted by MPA Singapore visit at Batam VTS, and the meeting also has been conducted to discuss of cooperation between two country as to improve the capacity building of Batam VTS Operator in Singapore.
- b. Coordination (MoU) with Allied Services

Coordination, familiarization and data collecting from stake holder and allied services in Batam VTS working area has been conducted as it important for building the SOP.

6. OPERATION

Based on the above figure and descriptions, Batam VTS Operators have been carry out monitoring phase at the working area of Batam VTS and waters in vicinity to observe the traffic situation and it's characteristic and for risk assesment purpose. At this phase found some contravention of rule 10 of Collision Regulation (COLREG). Budgeting for Batam VTS Operation has been prepared for further VTS operation on Voluntary Phase with Information Service (INS) of 12 hours operation per day.

Vessels of the following categories that enter, depart or move within the Batam VTS Area are required to participate by reporting their activities to the Batam VTS by radio or any other means as specified in the published Notice to Mariners, Act, Regulation, or User's Guide:

1. vessels of 300 GT and above;
2. vessels of 30 metres or more in length;
3. vessels with an air-draft of 30 metres or more in height
4. vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 30 metres or more;
5. vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
6. all passenger vessels that are fitted with VHF, regardless of length or GT; and
7. any category of vessels less than 30 metres in length or less than 300 GT which are fitted with VHF and in an emergency uses the appropriate traffic lane or separation zone in order to avoid immediate danger.

Exempt Vessels:

The following vessels are exempt from reporting:

- a. Military vessels of the Republic of Indonesia
- b. Indonesian government vessels such as vessels engaged in patrol activities
- c. Support vessels engaged in support of authorised marine events and special operations.