DIRECTORATE GENERAL OF SEA TRANSPORTATION
MINISTRY OF TRANSPORTATION
REPUBLIC OF INDONESIA

AWARENESS ON HIGH RISK SITUATION OF BATU BERHANTI LIGHT BUOY IN SINGAPORE STRAIT

(*assure sustainable isolated danger marking*)

40TH TRIPARTITE TECHNICAL EXPERT GROUP (TTEG) MEETING
SINGAPORE
7-8 OCTOBER 2015

BACKGROUND

- Article 42 Para.1 (a) UNCLOS

  "States Bordering Straits may adopt laws and regulation relating to transit passage through straits, in respect of the safety of navigation and the regulation of maritime traffic."

- Article 43 UNCLOS

  User States and States Bordering Strait should by agreement cooperate :

  a. In the establishment and maintenance in a Strait of necessary navigational and safety aids or other improvements in aid of international navigation; and
  b. for the prevention, reduction and control of pollution from Ships.

- Regulation 13 SOLAS

  Each Contracting Government undertakes to provide, as it deems practical and necessary, either individually or in co-operation with other Contracting Governments, such aids to navigation as the volume of traffic justifies and the degree of risk requires.

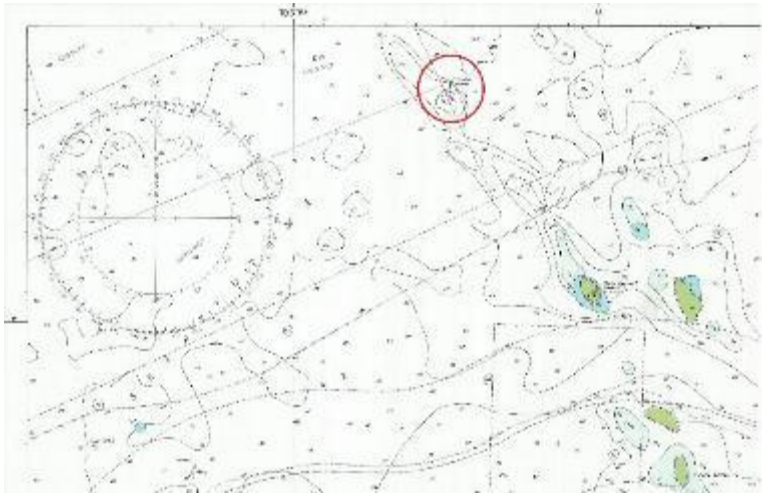
OVERVIEW OF BATU BERHANTI (1)

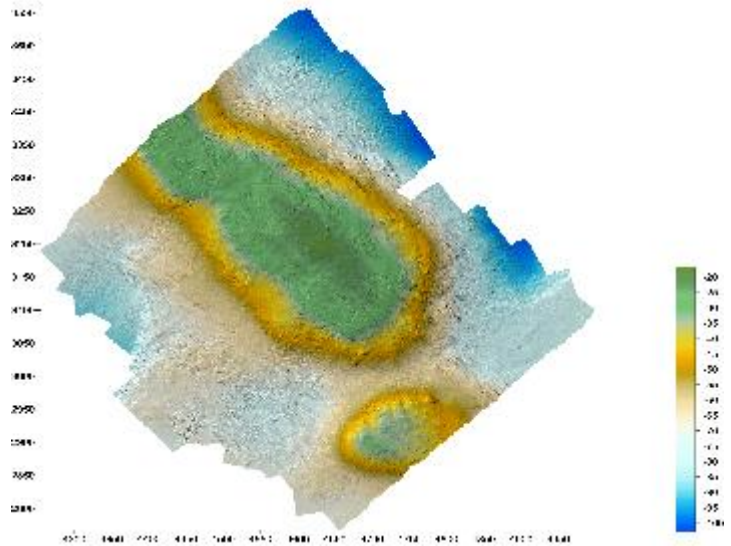
- Established in 1992, Batu Berhanti Light Buoy is one of the 28 critical Aids to Navigation (AtoN) along Traffic Separation Scheme (TSS) in the Strait of Malacca and Singapore (SOMS) which are maintained under Aids to Navigation Fund (AnF). Batu Berhanti Light Buoy is located at Singapore Strait, and it's under the operation area of District Navigation of Tanjung Pinang, Directorate General of Sea Transportation, Ministry of Transportation.
- The Batu Berhanti light buoy is an isolated danger mark that located in the narrow channel of precaution area in Singapore Strait TSS which has a strong and unpredictable direction of current.

OVERVIEW OF BATU BERHANTI (2)

- The role of the Batu Berhanti light buoy is highly essential to the safety of navigation and marine environmental protection in Singapore strait.

- The Batu Berhanti light buoy is a steel-made swift current light buoy which is anchored using 8 ton of couple ballast on a tiny flat surface of rock about 20 meters below mean sea level.





EFFORTS OF DGST TO MAINTAIN BATU BERHANTI LIGHT BUOY (1)

- Directorate General of Sea Transportation (DGST) is fully concern about the performance of the Batu Berhanti Light Buoy for its essential role to support safety of navigation in Singapore Strait and consistently takes immediate response on the occurrence of any trouble or damage to the buoy

- Along with the Malacca Straits Council, Indonesia conduct maintenance and necessary repair of the buoy in regular base (2 times a year) under the framework of Project-5 of the Cooperative Mechanism

EFFORTS OF DGST TO MAINTAIN BATU BERHANTI LIGHT BUOY (2)

- In case of incident that cause the buoy off-station, Indonesia through the District of Navigation of Tanjung Pinang immediately dispatches buoy tender vessel along with the competence technicians and crews to lay new light buoy in position and to ensure it work properly.

- The MPA Singapore actively assist to monitor the status of the buoy and give immediate information to Indonesia on any anomaly occurs to the buoy in particular when a drifted buoy that was suffered a hit by vessel has been found by the MPA at their area.

SITUATION AND RISK

- Batu Berhanti Light Buoys remain as the most AtoN suffered of hits by vessel and drifted away. According to our record, during the period of January to August 2015 there were 5 (five) incident to the buoy which were entirely hit by unidentified transiting vessels and ran without reporting. Batu Berhanti Light Buoy is located at Singapore Strait, and it's under the operation area of District Navigation of Tg. Pinang, Directorate General of Sea Transportation.
- This situation seriously threat the safety of navigation in Singapore strait TSS. However, considering in efficiency of such measures and potential danger due to the time gap between the incident and the reinstallation of the buoy, solution on this situation should be worked out

INCIDENT RECORDS ON BATU BERHANTI LIGHT BUOY

DATE	INCIDENT OR ACTION	REMARKS
12th May 2015	The light buoy was found missing by unknown reason and drifted to Singapore	Caused hit by vessel
02nd June 2015	ANF and KN. Jadayat team picked up the buoy and laid down to the position	
22nd June 2015	Based on email by MPA Singapore, the light buoy was found drifted and light system was found damaged.	Caused hit by vessel
10th July 2015	KN. Jadayat picked up the buoy in Singapore. Replaced the lamp, chains, ballast, solar cell and battery then laid down the buoy in the position	
31st August 2015	The light buoy was found drifted to Singapore and light system was found damaged.	Caused hit by vessel
03rd September 2015	KN. Jadayat picked up and repaired the buoy. Replaced the lamp and solar cell.	

PROPOSED SOLUTIONS

- ANF Committee is requested to allow budget for installation of AIS AtoN on Batu Berhanti Light Buoy to enable alerting at the concerned VTS stations on potential collision of vessel to the buoy and to identify the colliding vessel.
- Indonesia will install Surveillance CCTV at Batu Berhanti Light Beacon (1 Nm South East of Batu Berhanti Light Buoy) to enable recording of evidence on the collision to the buoy.
- Permit direct communication from Batam VTS to the ship potentially hit the buoy within the concerned reporting sector to allow early notification to the master on potential harm of the ship's movement to the buoy.
- The meeting is requested to decide claim mechanism on the damage to the buoy or missing buoy made by DGST to the concerned flag state with CC to ANF Secretariat. The corcerned flag state is further requested to encourage the ship owner to pay compensation to ANF Account. Such claim should includes damage suffered by other vessels and marine pollution the occurred due to the absence of the buoy.
- Further, TTEG should considere to evaluate routing system on the concerned TSS segment to provide more secure navigable route, to explore possible technology to secure the buoy such as application of dynamic position to buoy or other possible scientific solution, and to equip the buoy with Ocean Data Sensor.

ACTION REQUESTED TO THE MEETING

The meeting is requested to deliver view and opinion on the proposed solutions and consider as appropriate for approval by the TTEG.

THANK YOU