

A PASSAGE THROUGH TIME: CO-OPERATIVE MECHANISM AND TRIPARTITE TECHNICAL EXPERTS GROUP (TTEG) UNDER UNCLOS 1982

First Admiral Dato' Chin Yoon Chin (R)
Director General
Maritime Institute of Malaysia (MIMA)
10th Co-operation Forum (CF)
2 October 2017, Kota Kinabalu, Sabah

Outline of Presentation

- **Introduction**
- **Review of the Geographical Limits: Straits of Malacca and Singapore**
- **Chronology: Littoral States on the Importance of Safety of Navigation and Marine Environmental Protection**
 - **Tripartite Technical Experts Group (TTEG)**
 - **Littoral States Meetings: Joint Statement 1971, 1975, and 1977**
 - **Chronology: Littoral States on the Importance of Safety of Navigation – 1971, 1975, 1977 Statements**
 - **Analysis of the 1971, 1975, and 1977 Statements**
 - **Chronology: Navigational Safety Under TTEG**
 - **Co-operative Mechanism and TTEG**
(Batam Meeting, Jakarta Meeting, Kuala Lumpur Meeting, Singapore Meeting)
 - **Recommendations and Conclusion**



Map showing the aerial view of the Straits of Malacca

Source: Malaysia Airport Berhad

Flight positions are predictive based on published flight times and typical durations.
Kedudukan penerbangan adalah anggaran berdasarkan waktu dan jangka masa penerbangan yang dipaparkan.

Google Earth



Introduction

- The Straits of Malacca and Singapore, stretches 570 miles in length is a key route linking east and west trade and facilitates global seaborne trade especially oil.
- It hosts huge shipping traffic volumes which have been steadily growing over the last few decades.
- Statistics STRAITREP Marine Department of Malaysia shows that 83,740 vessels transited the Straits in 2016, an increase of slightly more than 12,000 in 7 years (Table shows increased no. of VLCC, Tanker, Container and Bulk Carrier).
- The movement of petroleum through the Straits is also significant with an estimated 16.0 million barrels in 2016 passing through the waterway each day compared with 14.5 million barrels in 2011 (Source: Report of the World Oil Transit Chokepoints, U.S Energy Information Administration (EIA), 25 July 2017).
- The littoral States are committed to keep the Straits open, safe, secure and clean for the benefit of all users. Together with members of the international community they have contributed much to instituting navigational systems in managing shipping traffic and to ensure the safety of navigation in the Straits at all times.

NUMBERS OF SHIPS REPORTING UNDER STRAITREP UNTIL DECEMBER 2016								
	Year							
Type of Vessel	2009	2010	2011	2012	2013	2014	2015	2016*
VLCC / Deep Draft	4221	4333	4539	4732	4825	4993	5324	5973
Tanker Vessel	16398	16247	16223	17345	18296	18765	18470	19466
LNG Carrier	3330	3579	3830	4014	4248	4173	3936	4057
Cargo Vessel	8560	8445	7996	7950	7613	6989	7144	7225
Container Vessel	22310	24806	25552	24639	24658	25071	25389	25768
Bulk Carrier	11186	11642	10851	11678	12658	13454	15168	15547
Ro-Ro	2394	2624	2545	2980	2998	3146	3117	2873
Passenger Vessel	1250	1071	877	861	1063	1041	925	1294
Livestock Carrier	43	45	47	38	55	59	76	75
Tug / Tow	598	545	414	529	563	676	467	580
Government Vessel	67	37	57	50	58	96	87	53
Fishing Vessel	61	20	20	52	27	51	53	25
Others	941	739	577	609	911	830	803	786
TOTAL	71359	74133	73528	75477	77973	79344	80959	83740

Strait of Malacca Oil and Liquefied Natural Gas (LNG) Flows, 2011-16

million barrels per day	2011	2012	2013	2014	2015	2016
Total oil flows through Strait of Malacca	14.5	15.1	15.4	15.5	15.5	16.0
Crude oil	12.8	13.2	13.3	13.3	13.9	14.6
Refined products	1.7	1.9	2.1	2.2	1.6	1.4
LNG (Tcf per year)	2.8	3.5	3.9	4.1	3.6	3.2

Notes: Tcf = Trillion cubic feet.

Sources: U.S. Energy Information Administration analysis based on Lloyd's List Intelligence, IHS Waterborne, BP

Introduction

- **The financial aspects of managing and maintaining the upkeep of the Straits is important for littoral and user states especially in the event of any incidents that could result in pollution of the Straits.**
- **Littoral States also need to safeguard their national interests as well as that of coastal communities along the Straits and to meet the needs and expectations of the international community in using the passage in a safe and unimpeded manner.**
- **Over the years various initiatives at the national, regional, and international levels have contributed immensely towards making the Straits safe, clean and secure in areas such as navigational safety, environmental protection, resources management, and maritime security.**
- **All this are in line with the UNCLOS 1982 – Part III – Straits Used for International Navigation, Article 34 - 45**

Review of the Geographical Limits: Straits of Malacca and Singapore

Review of the Geographical Limits: Straits of Malacca and Singapore

Geographical limits of Straits of Malacca and Singapore:

- **IHO Publication No. 23 of 1953 – stated the recognised standard limits of the Malacca Strait and Singapore Straits.**

(a) Malacca Strait:

On the West.

A line joining Pedropunt, the Northernmost point of Sumatra (5'40' N, 95°26' E) and Lem Voalan the Southern extremity of Goh Puket in Siam (7°45' N, 98°18' E).

On the East.

A line joining Tanjong Piai (Bulus), the Southern extremity of the Malay Peninsula (1°16' N, 103°31' E) and The Brothers (1°11',5 N, 103°21' E) and thence to Klein Karimoen (1°10' N, 103°23',5 E).

On the North.

The Southwestern coast of the Malay Peninsula.

On the South.

The Northeastern coast of Sumatra as far to the eastward as Tanjong Kedabu (1°06' N, 102°58' E) thence to Klein Karimoen.

(b) Singapore Strait:

On the West. The Eastern limit of Malacca Strait (a).

On the East.

A line joining Tanjong Datok, the Southeast point of Johore (1 '22' N, 104' 17' E) through Horsburgh Reef to Pulo Koko, the Northeastern extreme of Bintan Island (1 '13'5 N, 104'35' E).

On the North.

The Southern shore of Singapore Island, Johore Shoal and the Southeastern coast of the Malay Peninsula.

On the South.

A line joining Klein Karimoen to Pulo Pemping Besar (1 '06',5 N, 103'47',5 E) thence along the Northern coasts of Batam and Bintan Islands to Pulo Koko.



THAILAND
(SIAM)

Gulf
of
Thailand

George Town

MALAYSIA

PENINSULAR
MALAYSIA

SUMATERA

KUALA LUMPUR

SINGAPORE

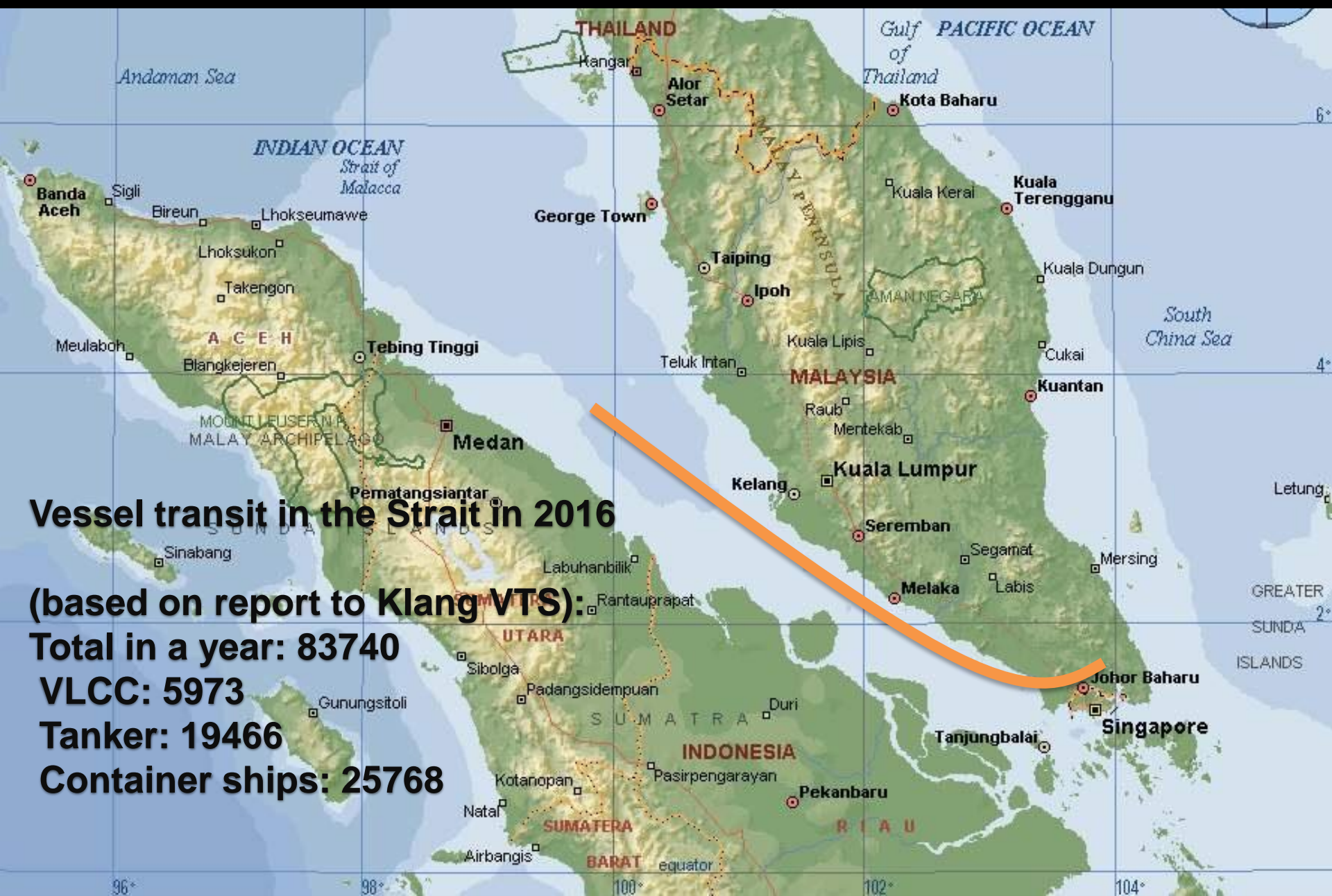
570 Miles Overall Length of the
SOMS

Review of the Geographical Limits: Straits of Malacca and Singapore

Traffic Separation Scheme (TSS) Area:

- **Rules for Navigation through the SOMS covers TSS area between One Fathom Bank off Port Klang in the west to Horsburgh Lighthouse in the east.**
- **Total of 250 nm**

Straits of Malacca and Singapore – TSS Area



Vessel transit in the Strait in 2016

(based on report to Klang VTS):

Total in a year: 83740

VLCC: 5973

Tanker: 19466

Container ships: 25768

Review of the Geographical Limits: Straits of Malacca and Singapore

Revolving Fund Committee (RFC) for Joint Oil Spill Combat in the Straits of Malacca and Singapore SOP:

- **The SOP shall apply to the control and mitigation of oil spill within the geographical limit of SOMS**
- **Adopted at the Third RFC meeting held at Denpasar, Indonesia, 11 – 12 April 1984.**
- **Area covers from Northern Point of Pu Rondo (06° 04.5'N, 095° 06.4'E) to the Northern Coast of Pu Bintang to Pu Koko (01° 13.5'N, 104° 35.0'E).**

Review of the Geographical Limits: Straits of Malacca and Singapore

➤ Revolving Fund Committee (RFC) for Joint Oil Spill Combat in the Straits of Malacca and Singapore SOP –

- On the North**

From the northern point of Pu Rondo (06° 04.5'N, 095° 06.4'E) to the agreed tripartite continental shelf point between Indonesia, Malaysia and Thailand and territorial waters boundaries between Malaysia and Thailand in the Malacca Strait.

- On the East**

From the agreed territorial boundary point between Malaysia and Thailand western coast thence along the coast of Peninsular Malaysia to Tanjong Punggai (01° 26.4'N, 104° 17.9'E) and thence to the point (01° 26.4'N, 104° 35.0'E) and thence to Pulau Koko, the North-eastern extremity of Pulau Bintan (01° 13.5'N, 104° 35.0'E).

- On the West**

From the northern point of Pu Rondo (06° 04.5'N, 095° 06.4'E) to the northern point of Pu We and along the western coast of the island and thence to Ujung Baka, the northern most point of Sumatera (05° 39.5'N, 095° 26.0'E) and thence along the eastern coast of Sumatera to Tg. Kedabu (01° 06.0'N, 102° 58.7'E).

- On the South**

From Tg. Kedabu (01° 06.0'N, 102° 58.7'E) to the light beacon (00° 59.3'N, 103° 17.4'E) and thence to the Tg. Gelom, the southernmost point of Pu Bulan (00° 54.6'N, 103° 56.4'E) and thence to Tg. Taloh (01° 01.3'N, 104° 13.4'E) and thence along the northern coast of Pu Bintang to Pu Koko (01° 13.5'N, 104° 35.0'E).

Review of the Geographical Limits: Straits of Malacca and Singapore

- **Q. The scope of TTEG is wider as it also covers not only safety of navigation but also marine environmental protection**
- **Perhaps the issues on scope of coverage of areas need to be reviewed –**
 - (i) Revolving Fund Committee (RFC) for Joint Oil Spill Combat in the Straits of Malacca and Singapore SOP**
 - (ii) TSS Areas**

Chronology: Littoral States on the Importance of Safety of Navigation and Marine Environmental Protection

Tripartite Technical Experts Group (TTEG) Meeting

TTEG Meeting

Establishment of TTEG:

- **Co-operation between the three littoral States in 1971 for establishment of TTEG on Safety of Navigation.**
- **The TTEG formation was the result of the Ministerial Meeting of the three littoral States to co-ordinate co-operation on navigational safety.**
- **TTEG co-operation on navigational safety and environmental pollution.**
- **First activities undertaken was the study on Under-Keel Clearance (UKC) and establishment of the TSS.**
- **Significance of TTEG – it reinforced the position of the three littoral States in protecting and managing the SOMS.**

TTEG Meeting

- Since 1971 – to date: TTEG is the principal co-ordinating body of the Co-operative Mechanism.
- TTEG is an important institution for the littoral States in supporting the initiatives on navigational safety and environmental pollution.

Littoral States Meetings: Joint Statement of 1971, 1975, and 1977

Joint Statement 1971

Efforts to ensure safety of navigation: Indonesia, Malaysia and Singapore adopting a common position on matters relating to Straits of Malacca and Singapore.

- **Joint Statement 1971:**

- (i) safety of navigation in the Straits of Malacca and Singapore is the responsibility of the coastal states concerned;**

- (ii) the need for tripartite co-operation on the safety of navigation in the two straits;**

- (iii) that a body for co-operation to co-ordinate efforts for the safety of navigation in the Straits of Malacca and Singapore be established as soon as possible and that such body should be composed of only the three coastal states concerned;**

Joint Statement 1971 -

- (iv) the three governments also agreed that the problem of the safety of navigation and the question of internalization of the straits are two separate issues;**
- (v) agreed that the Straits of Malacca and Singapore are not international straits while fully recognizing their use for international shipping in accordance with the principles of innocent passage.**
- (vi) on the basis of this understanding approved the continuation of the hydrographic survey.**

Joint Statement 1975

The three Coastal States confine themselves to the immediate issues of “Safety of Navigation and Compensation”.

The Statement consists of the following:

- In order to protect the Coastal States from damage resulting from oil pollution, agreed on the need to maximize the safety of navigation in the Straits of Malacca and Singapore;**
- A Traffic Separation Scheme (TSS) should be established and immediate steps be taken in this direction;**
- A group of Experts should be appointed from the three countries to work out measures to achieve close consultation, co-ordination and co-operation on anti-pollution policy and measures.**

Joint Statement 1975 –

- There should be consultation and co-operation with regard to compensation for damage caused by oil pollution.**
- The question of improving the various schemes for compensation for damages arising out of oil pollution should be studied and steps taken to assure proper restitution.**
- A body to be named “Council for the Safety of Navigation and the Control of Marine Pollution in the Straits of Malacca and Singapore” should be established at Ministerial level. There should be a Committee, consisting of Senior Officials, to assist the Ministers in the discharge of their function.**

Joint Statement 1975 -

- **The Council of Ministers will meet once a year and the Senior Officials Committee will meet half yearly or at a higher frequency of meetings if necessary. The Council should establish the necessary Experts Group to implement the various measures that have been agreed upon by the Three Governments.**

Joint Statement 1977

Meeting focuses on measures to enhance safety of navigation and promote close cooperation and coordination on anti pollution policy and measures in the Straits of Malacca and Singapore

- The Statement consists the following:
 - Vessels maintain a single Under Keel Clearance (UKC) of at least 3.3 meters at all time during the entire passage through the Straits of Malacca and Singapore
 - VLCC/deep drought vessels navigate at a speed not more than 12 knots
 - Delineation of TSS in three specified areas namely One Fathom Bank area, Main Strait and Philip Channel, and off Horsburgh Lighthouse

Joint Statement 1977 -

- **Deep draught vessels of 15 meters and above are required to pass through Deep Water Route (DWR) in the Strait of Singapore up to Buffalo Rock and recommended to navigate in the specified route from Buffalo Rock up to Batu Berhanti area. Other vessels recommended not to enter except in emergency situation.**
- **Navigational aids and facilities be improved for the effective and efficient implementation of the TSS.**
- **Implementation of TSS should not pose financial burden on the coastal States and necessary funds be obtained from the users.**

Joint Statement 1977 -

- Existing voluntary reporting procedure and mechanism for large vessels be maintained**
- Principal of voluntary pilotage through the critical areas in the Strait of Singapore be applied**
- VLCC/deep draught vessels navigate at a speed not more than 12 knots and no overtaking in DWR**
- Charts and current and tidal data be improved**
- A joint policy to deal with marine pollution be formulated**
- All tankers and large vessels navigating through the Straits of Malacca and Singapore be adequately covered by insurance and compensation schemes.**

RULES FOR VESSELS NAVIGATING THROUGH
THE STRAITS OF MALACCA AND SINGAPORE

I. DEFINITIONS

For the purpose of these Rules the following definitions should apply:

1. A vessel having a draught of 15 metres or more shall be deemed to be a deep draught vessel.
2. A tanker of 150,000 dwt and above shall be deemed to be a Very Large Crude Carrier (VLCC).

Note:

The above definitions do not prejudice the definition of "vessel constrained by her draught" described in Rule 3(h) of the International Regulations for Preventing Collisions at Sea, 1972.

II. GENERAL PROVISIONS

1. Deep draught vessels and VLCCs shall allow for an Under Keel Clearance (UKC) of at least 3.5 metres at all times during the entire passage through the Straits of Malacca and Singapore and shall also take all necessary safety precautions especially when navigating through the traffic separation schemes.
2. Masters of deep draught vessels and VLCCs shall have particular regard to navigational constraints when planning their passage through the Straits.
3. All deep draught vessels and VLCCs navigating within the traffic separation schemes are recommended to use the pilotage service of the respective countries when they become available.

III. RULES

- Rule 1 – (a) Deep draught vessels shall use the designated Deep Water Route (DWR) between positions 01°09'57" N., 103°48'17" E. and 01°02'58" N., 103°39'06" E. Other vessels should, as far as practicable, avoid the deep water route.
- (b) Deep draught vessels are advised to use the deep water route between Buffalo Rock and Batu Berhanti.
- Rule 2 – Deep draught vessels navigating in the deep water route shall, as far as practicable, avoid overtaking.
- Rule 3 – All vessels navigating within the traffic separation scheme shall proceed in the appropriate traffic lane in the general direction of traffic flow for that lane and maintain as steady a course as possible consistent with safe navigation.
- Rule 4 – In the event of an emergency or breakdown of a vessel in the traffic lane it shall, as far as practicable and safe, leave the lane by pulling out to the starboard side.
- Rule 5 – Westbound vessels when approaching Raffles Lighthouse in the Straits of Singapore shall proceed with caution, taking note of locally established signals, and give way to deep draught vessels approaching the Single Buoy Mooring facility (in approximate position latitude 1°11'25" N., longitude 103°47'30" E.) from Phillip Channel.
- Rule 6 – VLCCs and deep draught vessels are advised to navigate at a speed of not more than 12 knots over the ground.

- Rule 7 — All vessels navigating in the traffic separation scheme shall maintain at all times a safe speed consistent with safe navigation, shall proceed with caution, and shall be in a maximum state of manoeuvring readiness.
- Rule 8 — VLCCs and deep draught vessels navigating in the Straits of Malacca and Singapore are advised to participate in the existing voluntary ships' reporting system. Under this system, such vessels broadcast eight hours before entering the Straits/traffic separation schemes, navigational warnings giving names, deadweight tonnage, draught, speed and times of passing One Fathom Bank Lighthouse, Raffles Lighthouse and Horsburgh Lighthouse. Difficult and unwieldy tows also broadcast similar warnings giving the type, length, speed of tows and times of passing the tree above-mentioned areas.
- Rule 9 — All vessels navigating in the Straits of Malacca and Singapore are requested to report by radio to the nearest shore authority any damage or malfunction of the aids to navigation in the Straits, or any aids out of position in the Straits.
- Rule 10 — Flag States, owners and operators should ensure that their vessels are adequately equipped in accordance with the appropriate international conventions/recommendations.

IV. WARNING

Mariners are warned that local traffic which could be unaware of the internationally agreed regulations and practices of seafarers, may be encountered in or near the traffic separation schemes, and should take any precautions which may be required by the ordinary practice of seamen or by the special circumstances of the case.

Annex D - Guidelines of the Senior Officials and Technical Experts Group on Safety of Navigation in the Straits of Malacca and Singapore

- To work out jointly the procedure and the modality for voluntary utilization of pilotage services of the respective countries.
- To expedite the conclusion of joint projects on common datum chart and currents and tides observations.
- To formulate a joint policy to deal with marine pollution especially by coordinating their resources, manpower and technology.
- To devise ways to expedite adequate compensation for any damage caused by oil pollution either through TOVALOP and CRISTAL arrangements or through other insurance and compensation schemes...
- To initiate consultation with the users of the Straits
- To continue cooperate in various fields relating to the Straits of Malacca and Singapore

Analysis of 1971, 1975, and 1977 Statements

- **1971 Statement focuses on safety of navigation**
 - **1975 Statement focuses on safety of navigation and compensation**
 - **1977 Statement focuses on safety of navigation and promote close cooperation and coordination on anti-pollution policy and measures**
-
- **The abovementioned Statements, focus not only on safety of navigation but also cover marine environmental protection.**
 - **Q. Perhaps it is about time we reviewed improving the various schemes for compensation for damages arising out of oil pollution**
 - **Q. Perhaps there are ways to expedite adequate compensation for any damage caused by oil pollution through other insurance and compensation schemes and other mechanisms**

Chronology: Navigational Safety Under TTEG

- **1977 - Establishment of TSS (IMO Resolution A.375(X))**
- **1981 – Extension of TSS (IMO Resolution A.478(XIII))**
- **1988 – STRAITREP: Mandatory Ship Reporting System (IMO Resolution MSC.73(69))**
 - **Authority The VTS authorities for the STRAITREP:**
 - (i) Sector 1 to Sector 5 - Klang VTS;**
 - (ii) Sector 6 - Johor VTS; and**
 - (iii) Sector 7 to Sector 9 - Singapore VTS.**

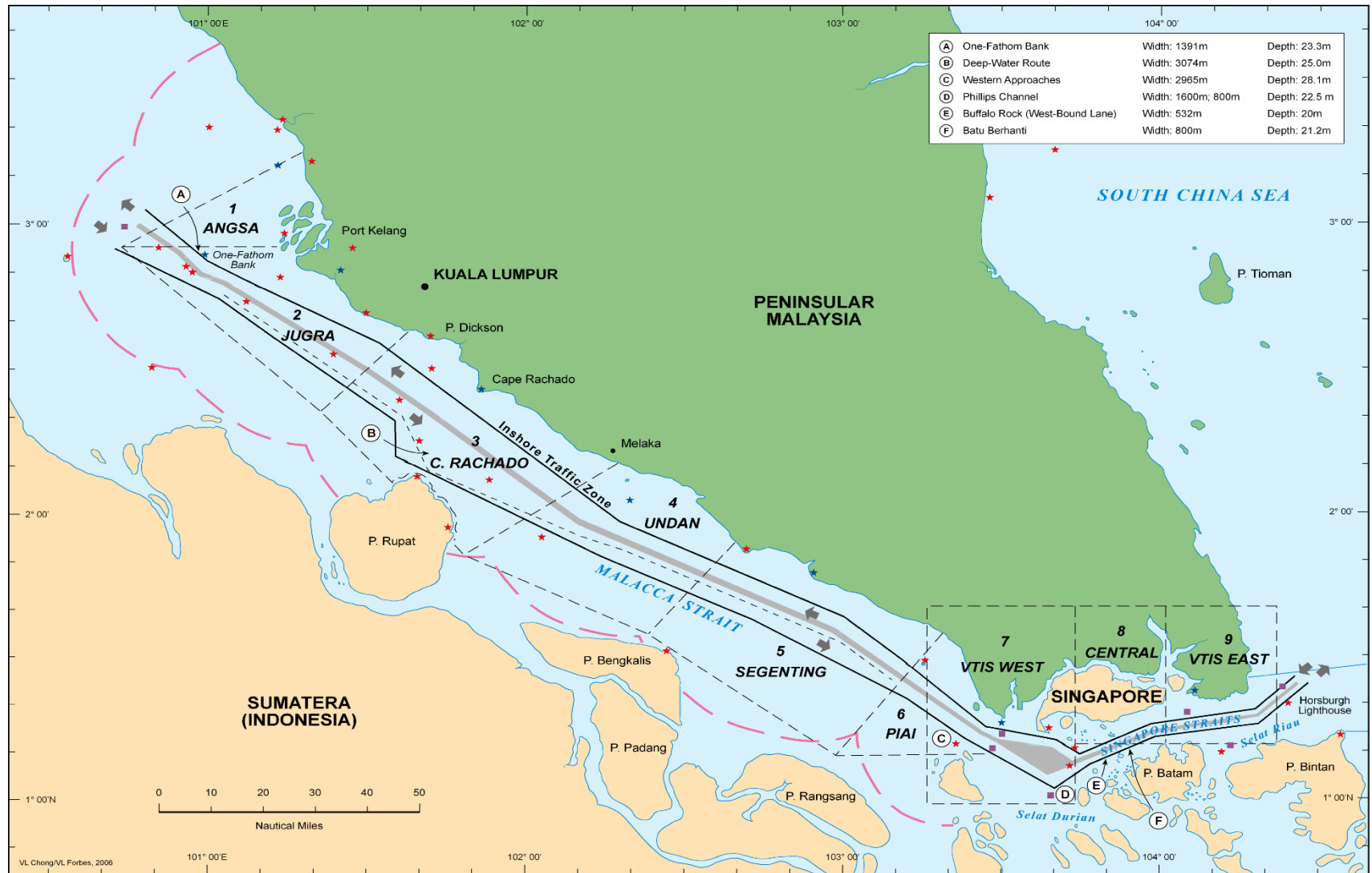
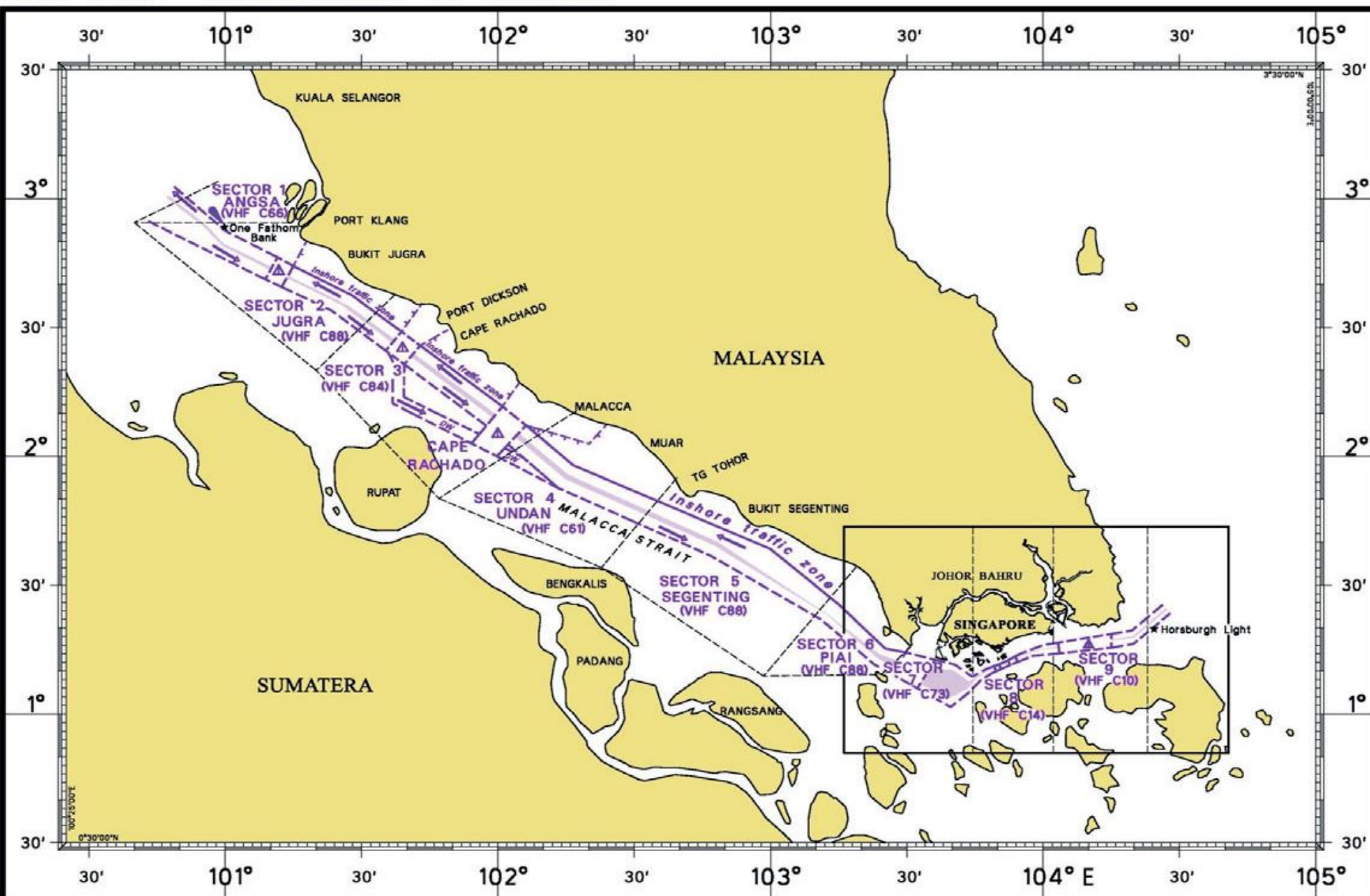


Diagram – Straits of Malacca and Singapore: Traffic Separation Scheme and Vessel Traffic Management System
 Source: Malaysia Maritime Atlas, Forbes and Basiron (2008).

STRAITREP

- **Mandatory ship reporting system in the SOMS**
- **Approved at the IMO Sub-Committee on Safety of Navigation 43rd Session.**
- **Adopted on 19 May 1998 at the IMO Maritime Safety Committee 69th Session – IMO Resolution MSC.73(69)**
- **Enter into force 1 December 1998.**
- **STRAITREP facilitate and enhance identification and communication between ships and shore-based authorities. Enable shore-based authorities to advise transiting ships on the traffic situation in the Straits.**



Co-operative Mechanism and TTEG

Background: Co-operative Mechanism

Year	Background of Cooperative Mechanism
2004	<p>93rd Session of Maritime Safety Committee (MSC), IMO, 2004 – IMO Council shared the concerns on the need to keep strategic shipping lanes safe and open to international maritime traffic</p> <p>Straits of Malacca and Singapore identified as most significant trade sea lane</p> <p>IMO work in consultation with 3 Littoral States – develop scheme aimed at ensuring safety, security and environmental protection through the Straits</p>
2005	<p>Batam Meeting</p>
2005 2006 2007	<p>IMO sponsored meeting in cooperation with 3 Littoral States: Jakarta Meeting Kuala Lumpur Meeting - scope narrowed to maritime safety and environmental protection Singapore Meeting</p>

Batam Meeting

- **1 – 2 August 2005:**
 - **Tripartite Ministerial Meeting of the Littoral States on the Straits of Malacca and Singapore.**
 - **Meeting discuss matters on safety of navigation, environmental protection and maritime security.**
 - **The Meeting noted the series of Tripartite Meetings, Tripartite Technical Expert Group Meetings (TTEG) and Revolving Fund Committee (RFC) dealing with environmental protection.**
 - **The Meeting recognized the importance of the Tripartite Ministerial Meeting. Meeting agreed Ministers and Senior Officials meet on a regular basis to address relevant issues in a timely manner.**
 - **Meeting recognized the importance of engaging States bordering the Straits and major users of the Straits.**
 - **The Meeting acknowledged the good work carried out by TTEG on Safety of Navigation in the SOMS.**

Jakarta Meeting

- 7 – 8 September 2005: Enhancing Safety, Security and Marine Environmental Protection in the Straits of Malacca and Singapore
 - The three littoral States agreed that a mechanism be established and to meet on regular basis with user States, shipping industry and other stakeholders with an interest on safety of navigation and marine environmental protection
 - Promote dialogue and facilitate co-operation in keeping the Straits safe and open to navigation
 - Possibility of burden sharing
 - Within the spirit of Article 43 of UNCLOS 1982

Article 43

*Navigational and safety aids and other improvements
and the prevention, reduction and control of pollution*

User States and States bordering a 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.

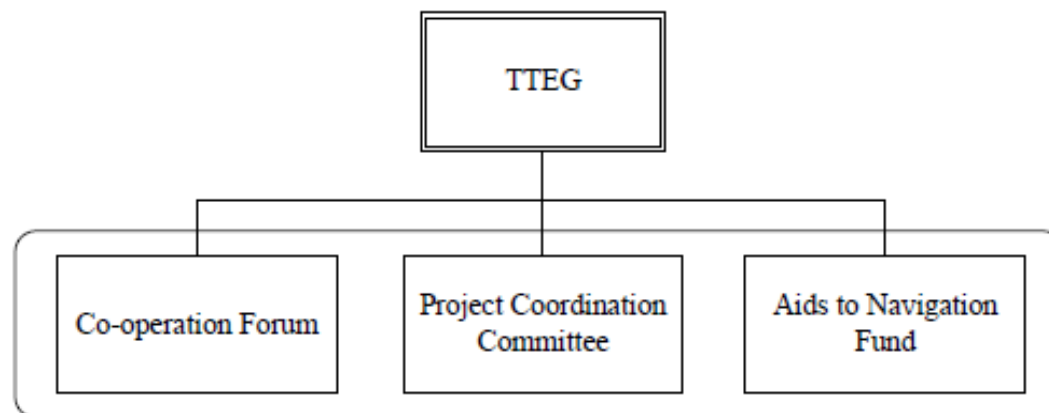
Kuala Lumpur Meeting

- **18 – 20 September 2006:**
 - **Convened pursuant to the Jakarta Meeting 2005**
 - **Agreed that Co-operative Mechanism on safety of navigation and environmental protection in promoting dialogue and facilitate close co-operation on safety of navigation and environmental protection**
 - **Establishment of Co-operation Forum (CF) to promote dialogue and discussions between littoral States and user States, shipping industry and others**
 - **Agreed to establish Aids to Navigation Fund**
 - **Implementation of 6 projects:**
 - (i) **Removal of wrecks in the TSS in SOMS**
 - (ii) **Co-operation and capacity building on HNS preparedness and response in SOMS**
 - (iii) **Demonstration project of class B – AIS transponder on small ships**
 - (iv) **Setting up tide, current and wind measurement system for SOMS to enhance navigation safety and marine environmental protection**
 - (v) **Replacement and maintenance of Aids to Navigation in the SOMS**
 - (vi) **Replacement of Aids to Navigation damaged by the tsunami incident**

Singapore Meeting

- 4 – 6 September 2007:
 - Convened pursuant to the Kuala Lumpur Meeting 2006
 - Launching of the Co-operative Mechanism which consists of three components:
 - (i) Co-operation Forum
 - (ii) Project Co-ordination Committee (PCC)
 - (iii) Aids to Navigation Fund
 - Reported the progress made with regard to securing sponsors for the six projects presented in the Kuala Lumpur Meeting
 - The establishment of Co-operative Mechanism represents a landmark achievement between coastal States bordering a Strait used for international navigation and user States as well as other stakeholders, and for the first time, brings to realization the spirit and intent of Article 43 of UNCLOS 1982.

**CO-OPERATIVE MECHANISM
FOR SAFETY OF NAVIGATION AND ENVIRONMENTAL PROTECTION
IN THE STRAITS OF MALACCA AND SINGAPORE**



Promote dialogue and exchange of views on issues of common interests in the Straits.



Identify and prioritise projects for safety of navigation and environmental protection in the Straits.



Oversee the co-ordination of implementation of projects.



Receive direct financial contribution from user States and other stakeholders for the provision and maintenance of aids to navigation in the Straits.

Project Coordination Committee (PCC)

- **PCC comprising the littoral States and sponsors of projects.**
- **It coordinates the implementation of projects to promote safety of navigation and environmental protection.**
- **Cooperation and burden sharing between littoral States, user States, shipping industry and other stakeholders.**
- **Through voluntary contribution either by financing a project or individual component of a project, or providing in-kind resources such as technical assistance and equipment to specific aspects of a project.**
- **PCC and project implementation teams will ensure the projects are being implemented and sponsors of the projects involved in the management and implementation.**

Aids to Navigation Fund (ANF)

- ANF receives voluntary financial contributions towards the maintenance of the aids to navigation in the Straits.
- The administration of the Aids to Navigation Fund – by littoral States on a three-year rotation basis.
- The Aids to Navigation Fund Committee comprising of littoral States representatives, contributors that manages the Fund. Continued maintenance of aids to navigation remains a vital component of ensuring the safety of ships navigating in the Straits.



Diagram showing the 51 critical aids to navigation in the SOMS

Recommendations and Conclusion

- **Proposed frequency of the yearly meetings of Co-operative Mechanism and PCC every two years and TTEG maintained at yearly. At the same time, depending on the issues, proposed Intersessional Meeting to be organized by littoral States.**
- **Proposed littoral States review the liability and compensation regime especially ships carrying bulk HNS/chemical cargo transiting the SOMS. Perhaps it should be declared as mandatory VTS.**
- **Proposed littoral States review the requirements of STRAITREP since its inception in 1998.**
- **Co-operative Mechanism and TTEG is a platform for safety of navigation and marine environmental protection. Not to discuss on sovereignty and maritime boundary delimitation.**

TERIMA KASIH
THANK YOU
chinyc@mima.gov.my