

STRAITREP Mandatory Ship Reporting System in the Straits of Malacca and Singapore

The International Maritime Organisation (IMO) adopted the MANDATORY ship reporting system STRAITREP in 1998. This system applies to the STRAITS OF MALACCA and SINGAPORE

Ships of the following categories are required to participate in the system:

1. vessels of 300 GT and above;
2. vessels of 50 metres or more in length;
3. vessels engaged in towing or pushing with a combined GT of 300 and above, or with a combined length of 50 metres or more;
4. vessels of any tonnage carrying hazardous cargo, as defined in paragraph 1.4 of resolution MSC.43(64);
5. all passenger vessels that are fitted with VHF, regardless of length or GT; and
6. any category of vessels less than 50 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.

Essential information report required from a participating ship:

IMO SRS items:

ALPHA, CHARLIE, DELTA, ECHO, FOXTROT, PAPA, QUEBEC, ROMEO.

Operational area of STRAITREP and Geographical Position for Submitting Reports

Note: ALL positions are referred to the WGS 84 datum.

1. The operational area of the STRAITREP covers the Straits of Malacca and Singapore between longitudes 100° 39'.9 E and 104° 22'.9 E as shown in SIN 2 and SIN 3.
The area is divided into nine sectors, each has an assigned VHF channel as shown below:

Sector 1	VHF Ch 66	(Klang VTS)
Sector 2	VHF Ch 88	(Klang VTS)
Sector 3	VHF Ch 84	(Klang VTS)
Sector 4	VHF Ch 61	(Klang VTS)
Sector 5	VHF Ch 88	(Klang VTS)
Sector 6	VHF Ch 88	(Johor VTS)
Sector 7	VHF Ch 73	(Singapore VTS West)
Sector 8	VHF Ch 14	(Singapore VTS Central)
Sector 9	VHF Ch 10	(Singapore VTS East)
2. Ships entering the operational area shall report when crossing the limits mentioned in paragraph 1 or when crossing a line joining Tg. Piai (01° 15'.50N 103° 30'.65E) and Pulau Karimun Kechil (01° 09'.20N 103° 24'.25E) or when leaving port or anchorages in the area or before joining the traffic lane of the TSS.
3. Ships entering the operational area shall report when approaching from the South via Selat Riau, abeam of Karang Galang Lt. (01° 09'.58N 104° 11'.37E) or via Selat Durian, report when Pulau Jangkat Beacon (00° 57'.89N 103° 42'.62E) is abeam and when approaching from the East Johor Strait, abeam of Eastern Buoy (01° 17'.87N 104° 05'.89E).
4. A ship approaching from any direction other than those specified above shall on reaching sector 7, sector 8, or sector 9 as appropriate report by giving the vessel's position in terms of bearing and distance from one of the following reference points:

(i)	Pulau Iyu Kechil Lt.	(01° 11'.48N 103° 21'.13E)
(ii)	Sultan Shoal Lt.	(01° 14'.38N 103° 38'.88E)
(iii)	Raffles Lt.	(01° 09'.60N 103° 44'.45E)
(iv)	Sakijang Lt. Bn.	(01° 13'.30N 103° 51'.27E)
(v)	Bedok Lt.	(01° 18'.54N 103° 55'.96E)
(vi)	Tg. Stapa Lt.	(01° 20'.57N 104° 08'.14E)
(vii)	Horsburgh Lt.	(01° 19'.81N 104° 24'.34E)

As an alternative, the position can also be given in latitude and longitude.