



TERENGGANU SILICA PORT
(SETIU PORT)
INFORMATION HANDBOOK
(10th Revision- 2025)



DISCLAIMER

This Guide was compiled by Terengganu Silica Consortium Sdn Bhd. The information contained in this Guide is produced in good faith and while every effort has been made to ensure that the information is correct at the time of publication no warranty is given as to its accuracy.

More detailed information can be obtained by contacting the Operations Manager, Terengganu Silica Consortium Sdn Bhd.

Published: 15th Jul 2017
 Revised: 1st September 2018
 Second Revision: 1st January 2019
 Third Revision: 10th April 2020
 Fourth Revision: 21st March 2021
 Fifth Revision: 20th June 2023
 Sixth Revision: 11th July 2023
 Seventh Revision: 15th Aug 2023
 Eighth Revision: 20th Dec 2023
 Ninth Revision: 17th Feb 2025
 Tenth Revision: 17th June 2025

Contact details:

Terengganu Silica Consortium Sdn Bhd
Terengganu Silica Port Department,
 Lot 72017 & 72124, Jalan Bunga Kemboja,
 Kampung Bari Besar, 21010 Bandar Permaisuri,
 Setiu, Terengganu, Malaysia.
 Tel: +609-6020233,
 Fax: +609-6020230
 Website: <http://www.terengganusilica.com>



PORT OF SETIU INFORMATION HANDBOOK

Owned, Managed and Operated by Terengganu Silica Consortium Sdn. Bhd.

(TERENGGANU SILICA PORT HANDBOOK)

Table of Contents

2. LOCATION, GENERAL OVERVIEW	6
3. GENERAL DIRECTIONS FOR NAVIGATION	7
3.1 Port Limits	7
3.2 Anchorages	7
3.3 Terminal & Jetty (Berthing Facilities)	9
3.4 Maximum Loaded Draft	11
3.5 Storage / Warehousing / Discharge operation	11
3.6 Weather (Reference: China Sea Pilot Vol. 1)	12
3.7 Tides & Tidal Streams	12
3.8 Speed Restriction	14
3.9 TSC Port Maximum Operation Parameters	14
4. PORT WORKING HOURS	15
4.1 <i>IMPORTANT NOTES</i>	15
4.11 Trimming	15
4.12 Penalty	15
4.2 Laytime Calculation at Terengganu Silica Port	16
4.21 NOR TENDERED	16
4.22 Laytime Calculation	16
4.23 Bad Weather	16
4.24 Vessel Shifting	17
4.25 Shifting time for ship loader	17
4.26 Time for berthing	17
4.27 Draft Survey after completion of loading	17
4.28 Others:	17
4.29 Port availability	18
4.30 Vessel structure obstructing loading	18
4.31 Raining conditions	18
5. VESSEL BOOKING	19
6. PILOTAGE	20
6.1 Pilotage area	20

6.2 Pilot Office Operating Hours and Services	21
6.3 Arrival Procedures & Procedures for Pilot Request.....	21
6.4 Pilot Transfer Arrangements.....	21
6.5 Mooring Service	22
6.6 Towage Service	23
6.7 Vessel Readiness	23
6.8 Additional Tug Boat Movement Charges	24
7. PRE-ARRIVAL NOTIFICATION OF SECURITY (PANS).....	25
8. NOTIFICATION OF ARRIVAL / DEPARTURE TO MARINE DEPARTMENT	26
9. IMMIGRATION CLEARANCE	27
10. HEALTH CLEARANCE.....	28
10.1 Quarantine Vessels	28
10.2 Free Vessel	28
11. DEPARTURE PROCEDURES	29
11.1 Pilot Request	29
11.2 Port Clearance.....	29
12. OTHERS	29
12.1 Fresh Water Supply.....	29
12.2 Bunkering.....	29
12.3 Garbage Disposal	29
12.4 Sewage Disposal.....	29
12.5 Medical / Health Facilities.....	29
13. APPENDIX.....	30
13. Appendix 1: ARRIVAL NOTIFICATION FORM	30
13.2 Appendix 2: P5 FORM	31
13.3 Appendix 3: REQUIRED BOARDING ARRANGEMENTS FOR PILOT	32

1. PORT INFORMATION FOR TERENGGANU SILICA PORT

Position: Lat 05° 34'19" N, Long 102° 52'11" E

Time Zone: GMT + 8hrs

Admiralty Pilot: NP 30 – China Sea Pilot Volume 1

Navigational Charts: MAL 68, MAL 654, BA771 and BA 3447

Port Authority: Marine Department Malaysia

Jabatan Laut Wilayah Timur Jalan Hiliran,

20300 Kuala Terengganu, Terengganu

Tel : 609 - 622 1417, Fax : 609 - 623 3676

Port Operator: Terengganu Silica Consortium Sdn Bhd (TSC)

Lot 72017 & 72124, Jalan Bunga Kemboja,

Kampung Bari Besar, 21010

Bandar Permaisuri, Setiu, Terengganu, Malaysia.

Tel: +609-6020233,

Fax: +609-6020230

Website: <http://www.terengganusilica.com>

VHF: Channel 12

Location Map: Please refer diagram A

Direction: Please refer diagram B

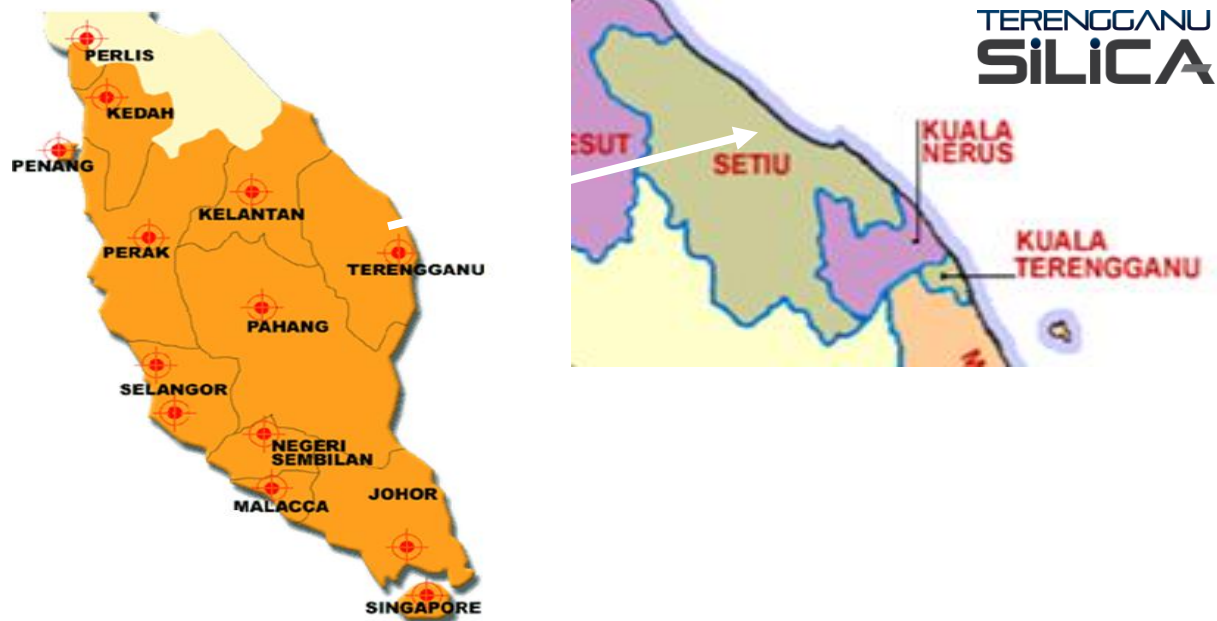


Diagram A. Location of Terengganu Silica Port located within Setiu Port Limits at Bukit Bari,

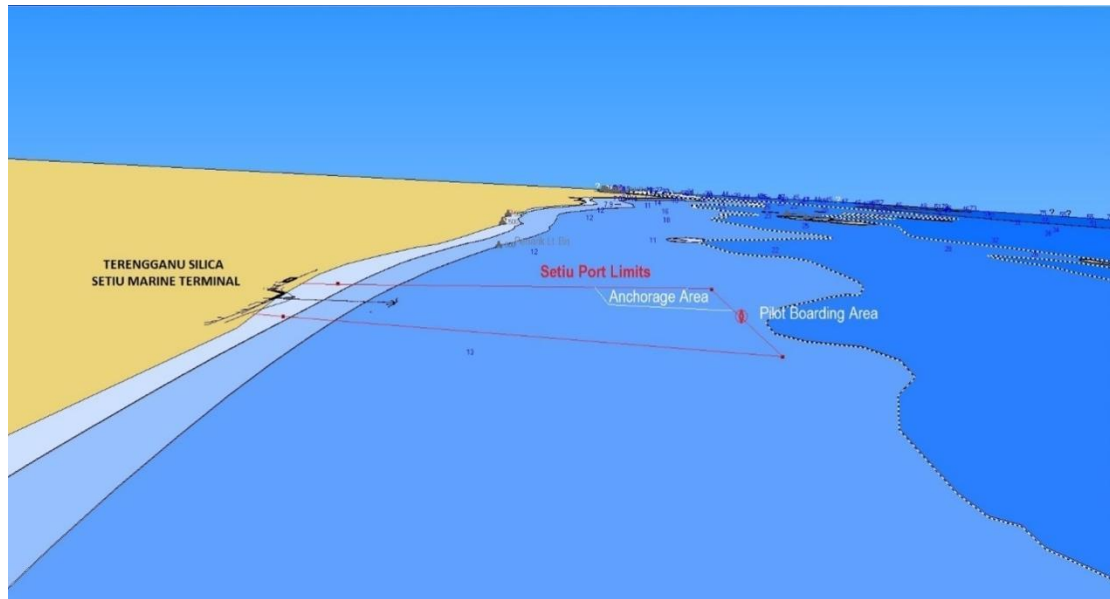


Diagram B.Location of TERENGGANU SILICA PORT within Setiu Port Limits at Bukit Bari, Setiu, Terengganu

2. LOCATION, GENERAL OVERVIEW

The TERENGGANU SILICA PORT is located within the Setiu Port Limits from shorelines at Bukit Bari in the Mukim of Chalok, Setiu District, Terengganu. It is located in between two river mouths, Kuala Setiu to the north and Kuala Merang to the south. The port is approximately 42 km by road to Sultan Mahmud Airport and 50 km away from the nearest city, Kuala Terengganu to the north.

3. GENERAL DIRECTIONS FOR NAVIGATION

The General Directions, rules and regulations pertaining to safety of navigation are in accordance to the Federation Port Rules 1953 and the Terengganu Port Rules and Regulations made under the Merchant Shipping Ordinance 1952, TERENGGANU SILICAPORT regulations, International Regulations for Prevention of Collisions at Sea 1972 and IALA Buoyage System A. In addition, special provisions, conditions and instructions circulars are also issued from time to time by the Port Officer, East Coast Marine Department and The Management of the Terengganu Silica Consortium (TSC) to enhance the safety of navigation within the port limits.

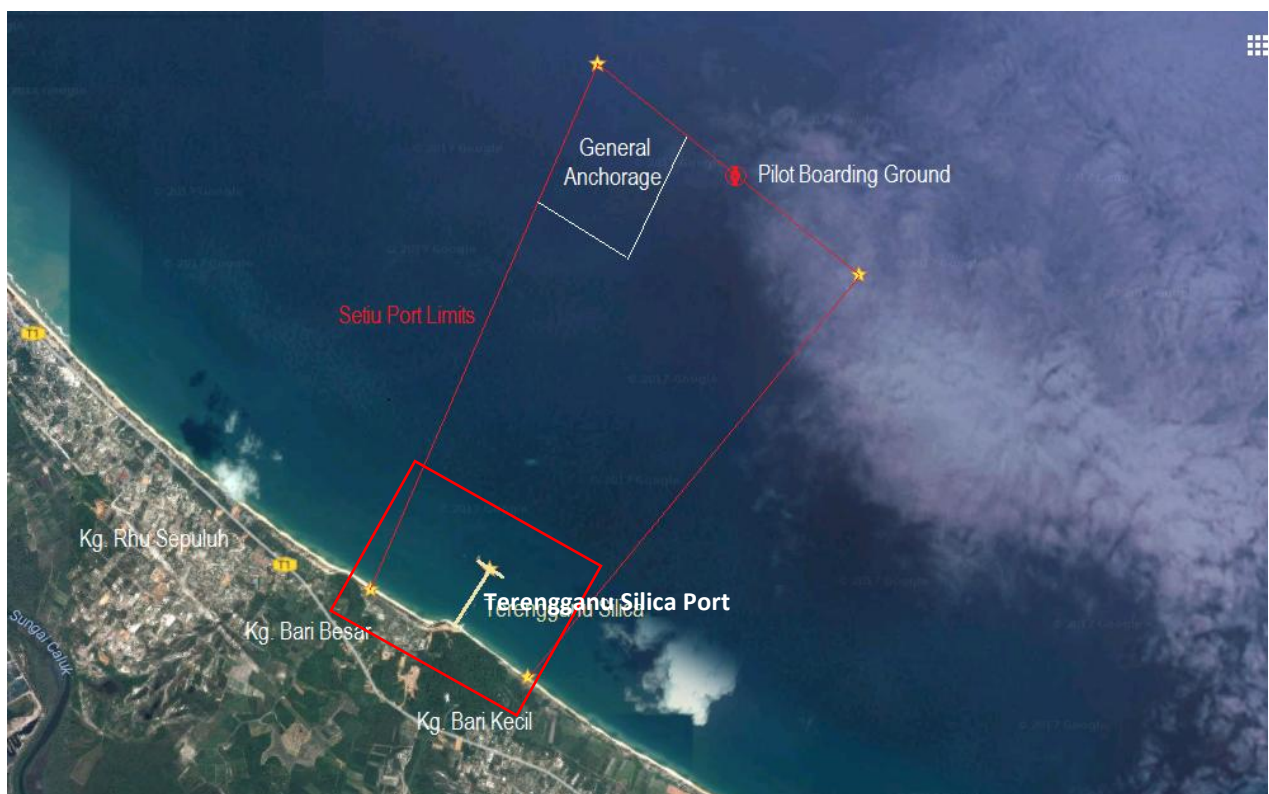
Please refer to BA Chart 3447 for the final approach to TSC port limit and anchorage area.

3.1 Port Limits

The port limits of TERENGGANU SILICA PORT are located within below four points as Diagram C.

- A: 05°34'12.0" N 102°51' 30.0" E
- B: 05°37'12.0" N 102°52' 48.0" E
- C: 05°36' 00.0" N 102°54' 18.0" E
- D: 05°33' 42.0" N 102°52' 24.0" E

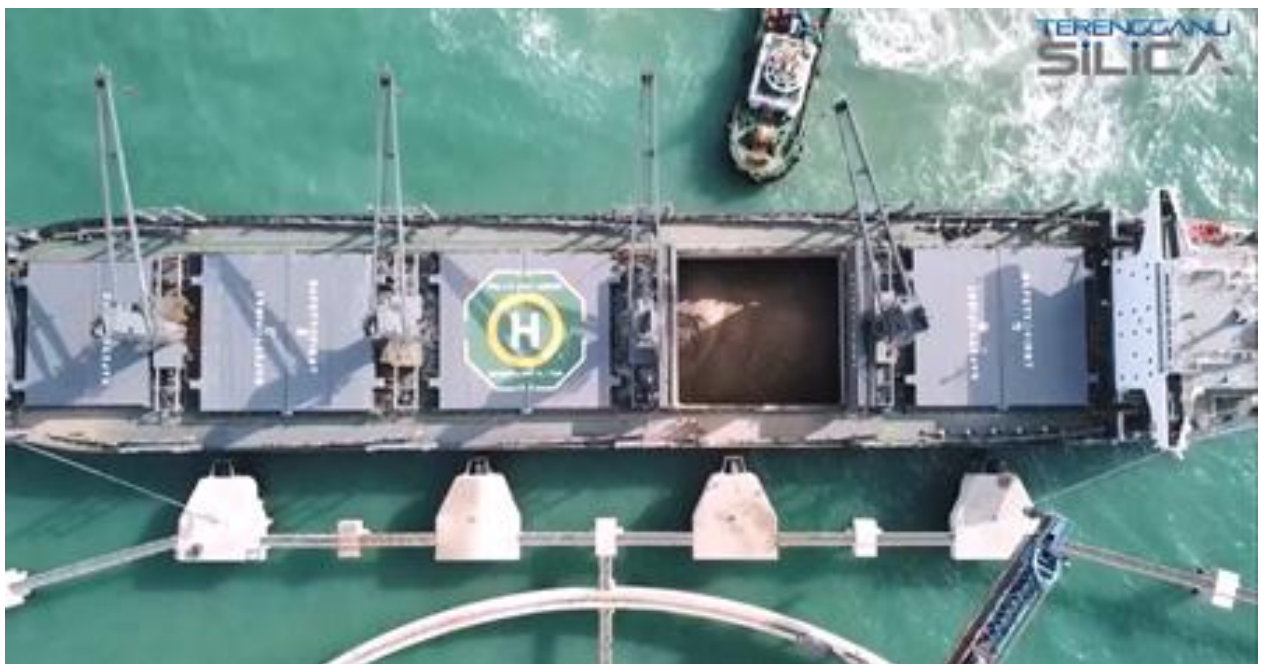
Diagram C. Port Limit Area



3.2 Anchorages

The designated anchorages area for the General Purposes is located on the north top corner of the port limits boundary. (As per Diagram C.)

Vessels are strictly prohibited to anchor in any position other than in the designated anchorage area. During adverse weather, it is advisable to put engine on standby while waiting at anchorage.



3.3 Terminal & Jetty (Berthing Facilities)



The center of marine jetty head is located at the position 05°34'18.9"N 102°52'11.0"E. This marine facility consists of a jetty approximately 800 meters long protruding out to sea from shore up to water depth more than -10m CD. The loading jetty is equipped with the closed loading conveyor belting to facilitate the loading of processed silica onto bulk carriers of maximum 34,000 dwt (Phase 1).

The jetty layout is shown in Diagram D and Diagram E.

Type	Phase	Number of Berths	Length (m)	Depth (m)	Max ship size	Jetty displacement
Vessel / Barges	Phase 1 (current)	1	286m	<10.2 m/CD	34,000DWT	60,000MT

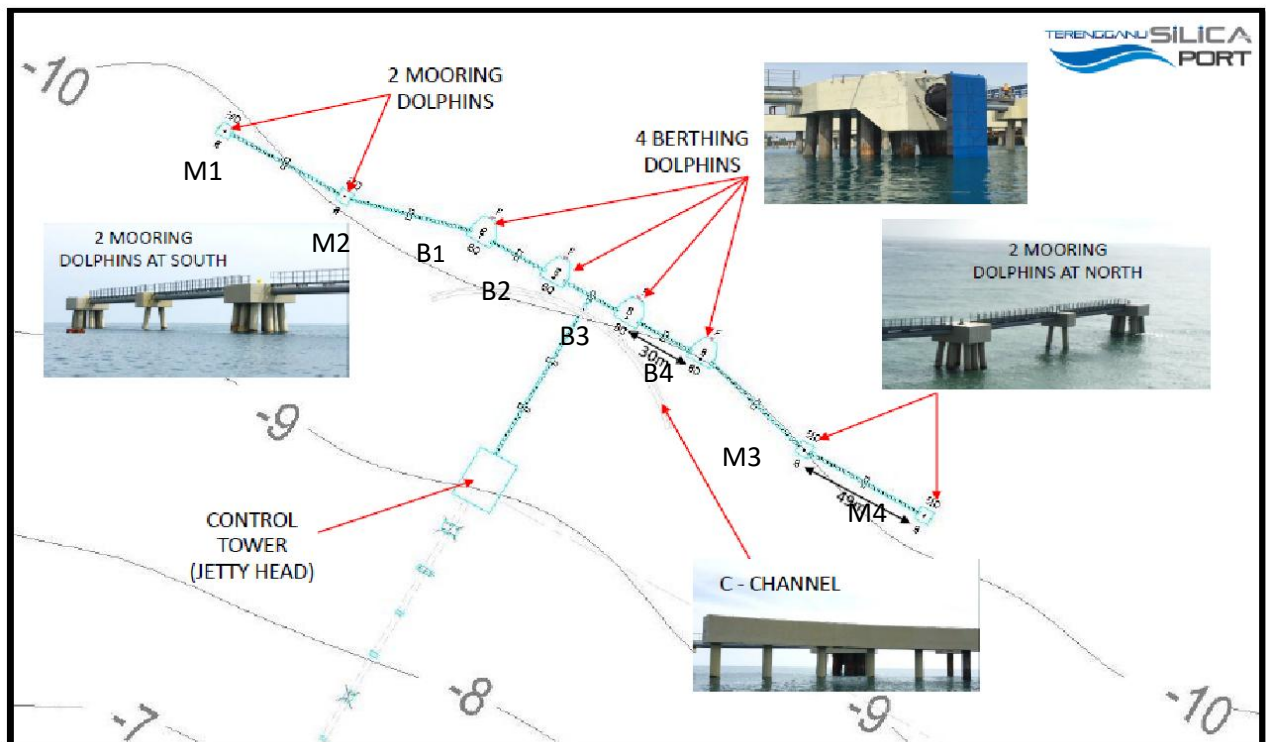


Diagram D. Jetty Mooring & Berthing Dolphins

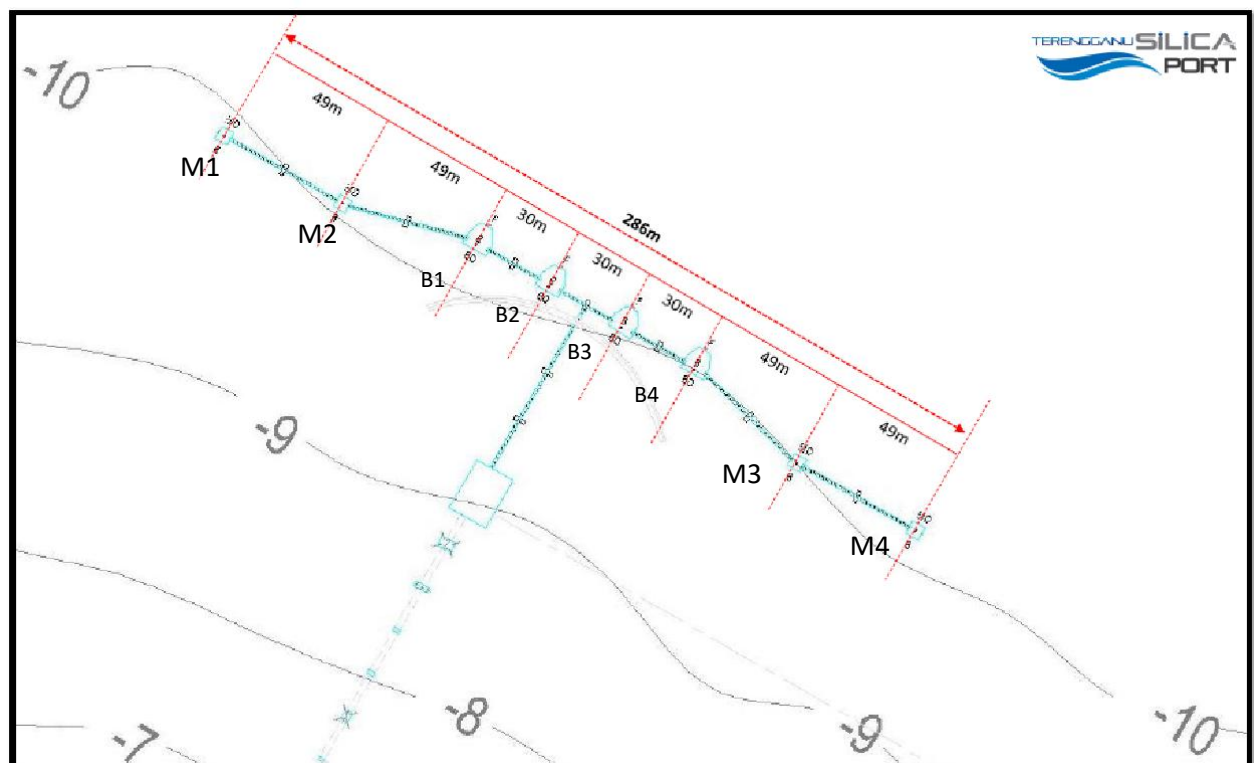


Diagram E. Jetty Layout Drawing

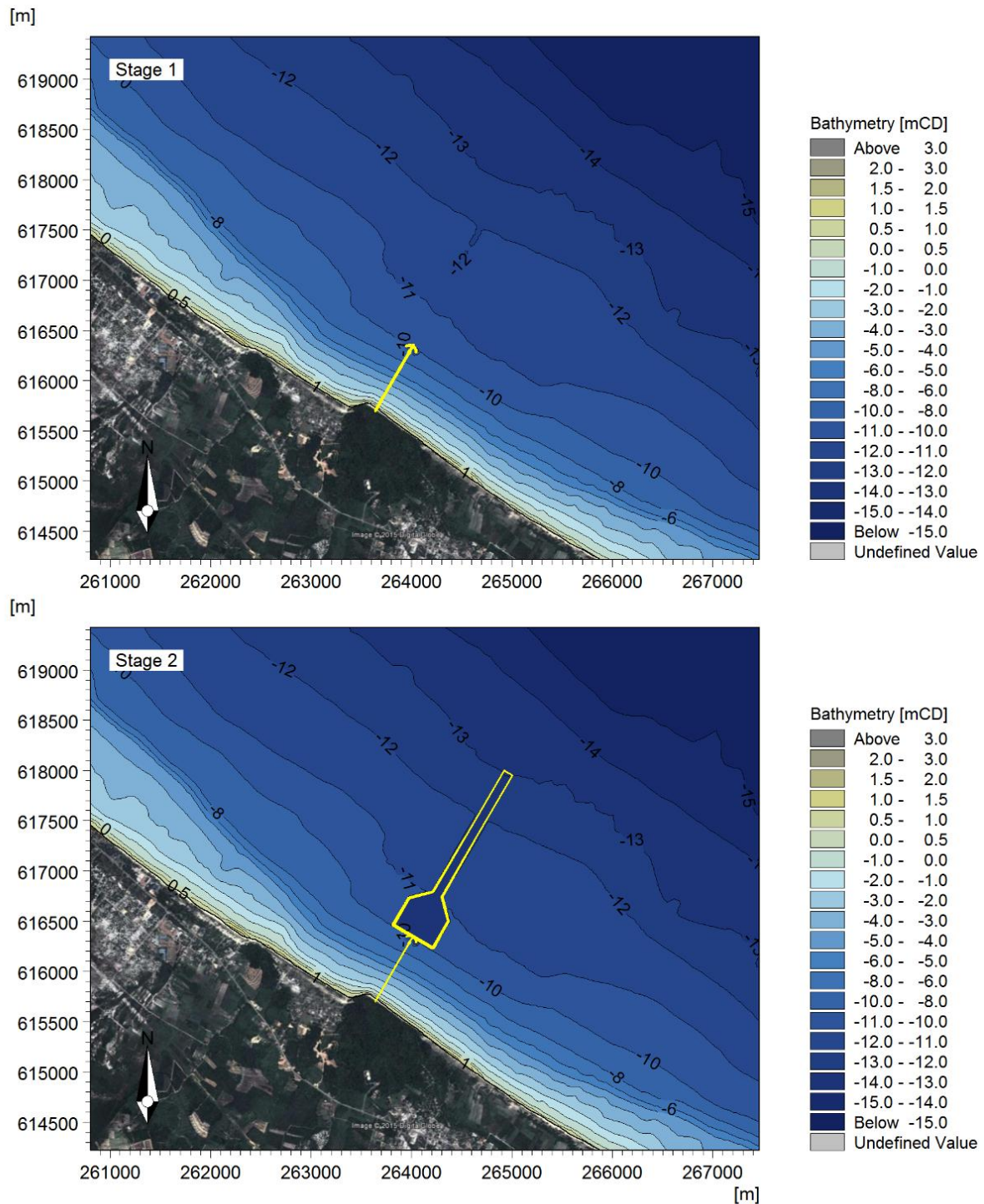


Diagram F. Extent of Stage 1 (top) and Stage 2 (bottom) jetty development along with bathymetry

3.4 Maximum Loaded Draft

At present the maximum loaded draft for this port is **10.2** meters.

3.5 Storage / Warehousing / Discharge operation

No storage, no warehousing capacity and no discharge operation are available in Terengganu Silica Port.

3.6 Weather (Reference: China Sea Pilot Vol. 1)

3.6.1 Southwest Monsoon (May to September)

Wind are generally moderate during this season with moderate seas and swell but may freshen on local squalls usually in late afternoon.

3.6.2 Northeast Monsoon (November to March)

Intermittent bad weather occurs during this season resulting high sea and swell conditions can persist for extended periods.

3.6.3 Transition Periods (April and October)

Wind are generally variable during the Monsoon transition periods but may freshen in the late afternoon and early evening with the sea breeze effect. Occasionally, local gale force squalls may occur but these are generally of short duration.

The severe squalls often occur suddenly without warning. It is therefore important whether at anchor or moored to keep good lookout to weather change.

3.7 Tides & Tidal Streams

The regular tides in this area are mainly diurnal, giving usually one high water and one low water in a lunar day. However, the tidal characteristics vary with the astronomical conditions and during the period of equinoxes the semi diurnal component become more dominant, which result in two high waters and two low waters in a lunar day but with inequalities in the times and heights of successive high and low waters.

The tidal streams off the Terengganu coast are weak, the rate seldom exceeding 1.5 knots and the generally set South Easterly along the coast on the rising or flooding tide and North Westerly during the falling or ebbing tide.

Diagram G and Diagram H illustrate typical current flows in the vicinity of TSC Port at Bukit Bari Port. Modelling of the currents has shown that at the jetty site maximum current speeds are between 0.2 and 0.3 m/sec (0.4 to 0.6 knots).

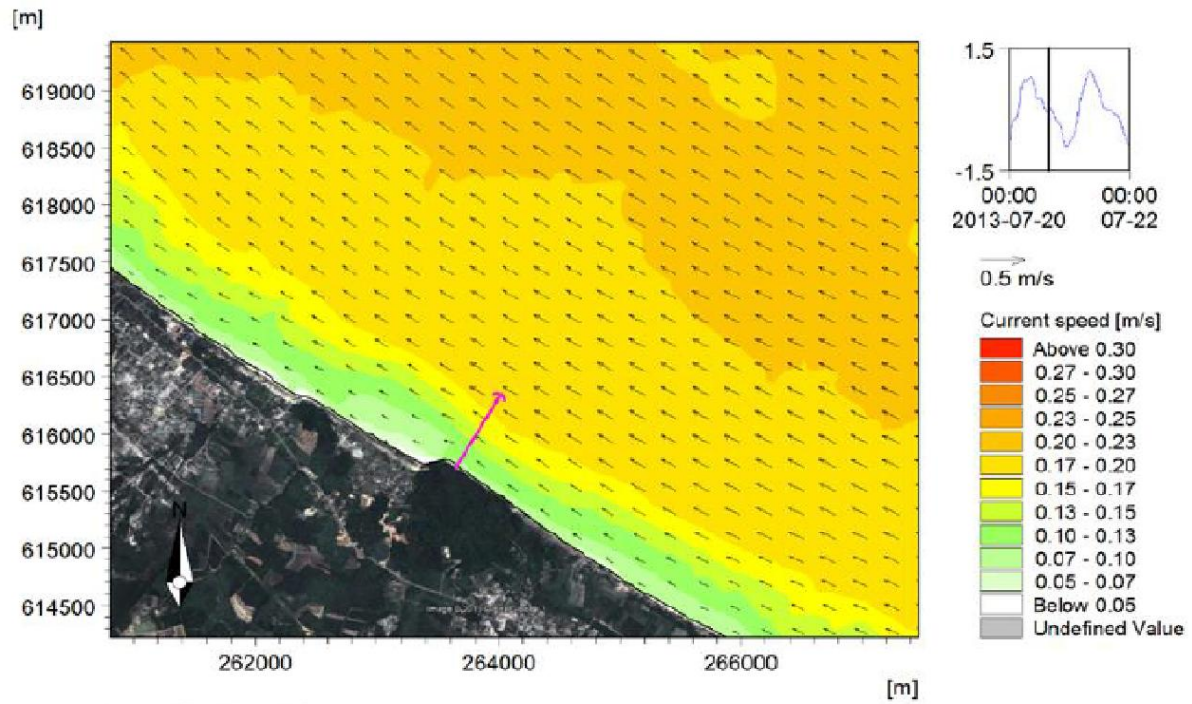


Diagram G. Ebb tidal current flows during spring tidal conditions

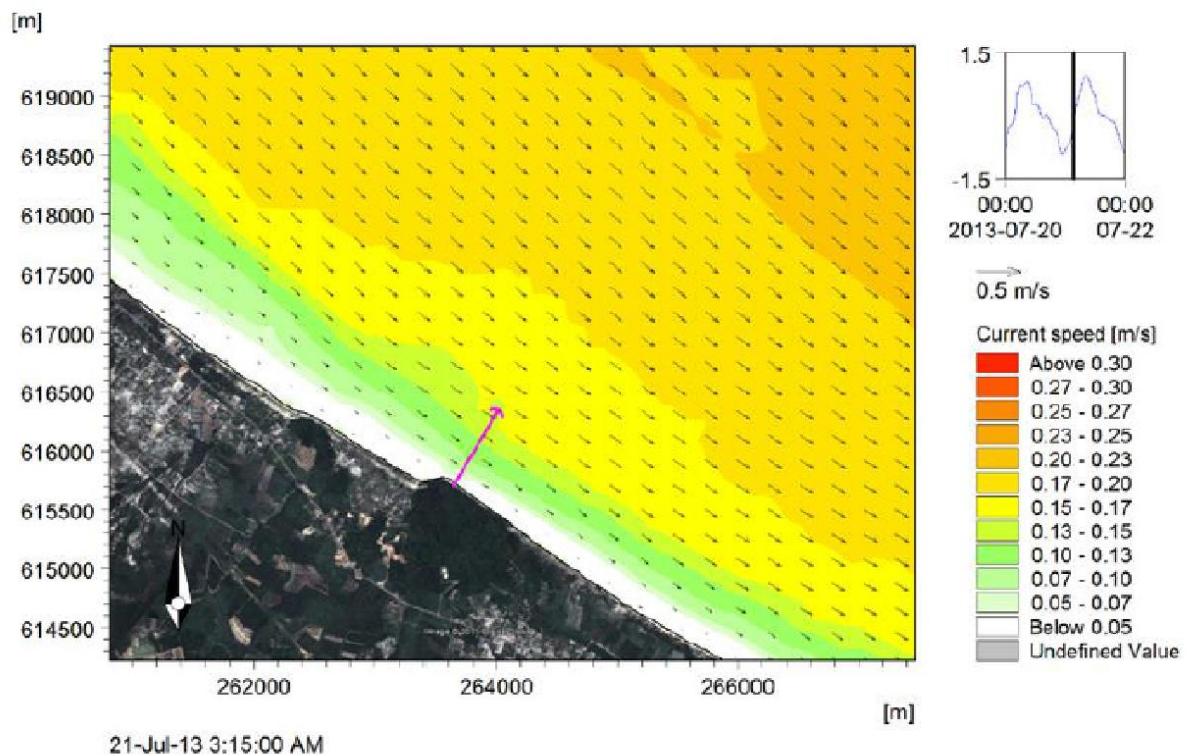


Diagram H. flood tidal current flows during spring tidal conditions

3.8 Speed Restriction

All vessels shall navigate with extreme care at a safe speed and in no case exceeding 4 knots within port limits. While a vessel has to navigating within 300 metres off the jetty or other mooring structures close to the jetty, her speed shall not exceed 2 knots.

3.9 TSC Port Maximum Operation Parameters

North East Monsoon Period (ranging from month of October through March) and other periods of the year.

Category	Wave Height (m)	Wind Speed (knots)	Swell (m)
Berthing	<1 meter	<15 Knots	<0.9 meters
Stop Loading	>1 meter	>20 Knots	>1.0 meters
Unberth	<1 meter	<23 Knots	Pilot and Master discretion

The berthing and unberthing condition vary from vessel to vessel. Take note that the final decision to berth and unberth will depend on the decision of the Port Superintendent, Pilot and Ship Master.

4. PORT WORKING HOURS

A two-shift working system is practiced, i.e. 24 hours loading operation.

First shift	0800 - 2000 hours
Second shift	2000 - 0800 hours

- Loading will **NOT** be carried out on every Friday from 12.00 pm till 2.30 pm as it is the Muslim Friday Prayer Break Time ('*Sembahyang Jumaat*').
- Loading will also **NOT** be carried out during the Muslim fasting month of Ramadhan from 18:45hrs until 20:15hrs and from 05:00hrs until 06:30hrs. This timing however might differ from year to year and will be announced annually.

4.1 IMPORTANT NOTES

Vessels that will load to a maximum draft of **10.20meters**, shall maintain at all times a safe Under Keel Clearance (UKC) are as recommended below (**However final decision MUST be made by the Master of vessel**):

- At berth is NOT less than 0.5m
- Navigating within the port limit is NOT less than 1.0m.

Cargo being loaded through conveyor system travelling a distance of 3.8km. Therefore, any stoppages request from vessel needs an advance notice of 30 minutes.

4.11 Trimming

Manual trimming will **NOT** be provided including stevedore trimming but only through shiploader.

4.12 Penalty

All cost related to mooring service, pilotage and stowage service, daily anchorage rate, berthing/ unberthing cost will be imposed to the vessel owner/ charterer if:

- vessels refused to leave due to unreasonable request.
- vessels chartered did not meet TSC requirements (eg. vessel has stanchion/ fix structures obstructing operations).

Vessel that do not comply to the requirement stated will not be berth alongside OR will be Pilot out to anchorage point.

4.2 Laytime Calculation at Terengganu Silica Port

Below rules shall be applied for all the vessels/shipments which accommodates/loads Silica Sand at Terengganu Silica Port unless all relevant parties agreed to stipulate own rules for each contracts/shipments.

4.21 NOR TENDERED

The Vessel shall be entitled to give notice of readiness ("NOR") at or off the port of loading anytime on arrival there, whether in free pratique or not, whether customs cleared or not, whether the loading berth is available or not.

4.22 Laytime Calculation

Laytime for loading shall commence at:

- a. 13:00hrs, if NOR is given on or before 12:00hrs even in the case the vessel arrives at the loading port earlier or later than agreed Laycan, as far as neither party claim cancellation of the vessel.
- b. 08:00 hrs next working day, if NOR is given after 12:00 hrs even in the case the vessel arrives at the loading port earlier or later than agreed Laycan, as far as neither party claim cancellation of the vessel.

NOR to be tendered at anchorage of loading port all time day and night Sundays and holidays included.

Laytime shall cease to count during the following period:

- a. Friday prayers from 12:00hrs- 14:00hrs
- b. Muslim fasting month of Ramadhan from 18:45hrs until 20:15hrs and from 5:00hrs until 06:30hrs. This timing however might differ from year to year and will be announced annually.
- c. Upon completion of loading

4.23 Bad Weather

At loading port, any time lost due to wave height >1m or wind>15knots or swell >0.9m ("BAD WEATHER "), but always direction of the Seller or shifting agent at loading port, shall not be counted as Laytime. However, any time lost on demurrage shall be counted as Laytime irrelevant to weather including BAD WEATHER, shifting, and any other reason except the time lost by reason from the vessel side.

Vessel should accept the advice based on weather forecast provided by the 3rd party consultant to avoid any mishaps taking place while Vessel Operations are on-going.

Meanwhile when the vessel on demurrage and if the Vessel instruct Operations to stop due to weather then it should be excluded from laytime as TSC could not perform the intended duty as the decision factors lays in Vessel.

4.24 Vessel Shifting

The time for vessel shifting for loading operation shall not be counted as Laytime.

4.25 Shifting time for ship loader

The time for shifting time for ship loader shall not be counted as Laytime.

4.26 Time for berthing

Time used in moving from the place of waiting to the loading berth shall not be counted as Laytime.

The time for POB / Authority onboard check, First Line Shore, Vessel Fast And Safety Alongside / Gangway, Agent Clearance, initial Draft Survey/ Intermediate Draft Survey / Hatch Inspection / Shore Safety Checklist / Vessel Ready To Load shall not be counted as Laytime.

Laytime shall commence only upon completion of the hatch inspection and confirmation that the hatches are clean and accepted by the relevant authority.

4.27 Draft Survey after completion of loading

The time for Draft Survey after completion of loading shall not be counted as Laytime.

4.28 Others:

Laytime should not be counted if the Chief Officer request to stop operation or decide to close the hatch due to bad weather during the loading/discharging operation.

4.29 Port availability

If the vessel arrived TSC port after provided laycan, she needs to wait for it turn time subject to port availability.

4.30 Vessel structure obstructing loading

Any vessel structure that obstructs and/or which makes the loading slow will not be considered as laytime by the port.

4.31 Raining conditions

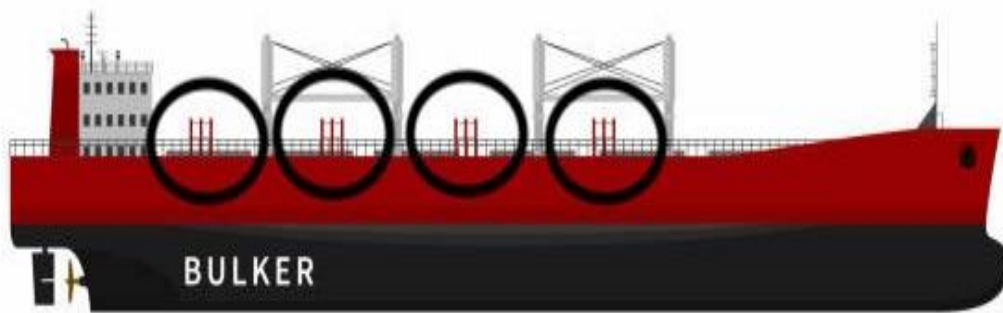
Loading operations shall be suspended, and laytime shall cease to count, in the event of rainfall at the port and or the plant. Weather conditions within a 4 km radius from the port shall be taken into consideration. This suspension is intended to prevent elevated moisture levels in the cargo. The party requesting the suspension shall provide reasonable evidence of the rainfall event, such as time-stamped photographs or video recordings, to substantiate the suspension of operations.

5. VESSEL BOOKING

TSC will advise the laycan to client accordingly.

TSC suggest the vessel condition as below:

- The holds must be clean, swept and washed down with fresh water. They should be free from residue of previous cargo, lashing material, loose rust scale, garbage, paint flakes, stanchion, removable stanchion etc. They must be dried, well ventilated and ready to receive the cargo (silica sand).
- Provide past 3 voyages history. Preferably the vessel did not carry iron ore in previous voyages.
- Avoid log carrier, food carrier with airtight.
- Vessel should not have obstructing structures of either the starboard or portside of the vessels.



The above picture is an example of a vessel that has obstructing structures i.e stanchion, will not be accepted at TSC port.

Laycan is applicable for **3 days**.

- If the vessel arrived TSC port after provided laycan, she needs to wait for its turn time subject to port availability.

The loading rate will depend on the product type that client order.

The charterer must get confirmation on vessel particulars from TSC port via sales team before fixing the chartering contract.

6. PILOTAGE



6.1 Pilotage area

Pilotage is compulsory for all vessels 25 metres length overall (L.O.A) and above entering, leaving or navigating within the Setiu Port water limits.

The Pilotage exemption may only be granted for Government vessels, fishing vessels, harbour service crafts and vessels below 24 meters of L.O.A and it need prior approval from TSC Port.

Apart from the above, pilotage services are compulsory for all vessels.

Pilotage services are available upon request from (TSC Port) and incoming vessel shall contact Setiu Port Control on Channel 12 when they are within VHF range.

The pilot boarding ground is at approximate position Latitude 05° 36' 37.3" N Longitude 102° 53' 31.3" E which is about 2.7 nm north east of TSC Jetty Head.

The pilot usually boards by pilot boat but in case of severe weather conditions the tug may be used as pilot boat. Pilot and vessel radio communication is through VHF Channel 12.

6.2 Pilot Office Operating Hours and Services

The pilotage office is open on:

Daily : 0900 hrs to 1800 hrs - Contact via Channel 12.

(Please note that for pilot bookings for vessels berthing at Terengganu Silica Port will require at least 48 hours-notice)

Pilotage services are provided by Terengganu Silica Consortium Sdn Bhd as their authorised pilots and only be made available as per calling basis.

Pilots are licenced by the Authority to provide pilotage services in the pilotage area forgoing their professional advises on local knowledge to assist the ship's Master for the safe and efficient manoeuvring of the vessel that calling, berthing and departing from the jetty.

6.3 Arrival Procedures & Procedures for Pilot Request

Notification of ETA of the vessel shall be given 14 days in advance to TERENGGANU SILICA PORT using **Arrival Notification Form** (refer to Appendix 1) and send to;

PIC: Mr Abu Bakar / Captain Ariad / Mr Nur Azman

Mobile: +6019 699 7655 / +6013 560 6504 / +6019 354 7655

Office Tel:+ 603 7831 7655

Fax:+ 603 7831 3944

E-mail: abubakar@terengganusilica.com / captainariad@terengganusilica.com / azman@terengganusilica.com / kate@terengganusilica.com

Vessels arriving for the first time at TERENGGANU SILICA PORT must submit the **P5 form** through which the ship's ID is generated. The ID shall be used for all subsequent calls.

For every vessel arrival, Form Appendix A shall be submitted via EDI to the respective shipping control for the generation of the Ship Call Number (SCN).

The vessel shall request for pilot at least 48 hours in advance of vessel's ETA. Information provided shall include name of vessel, ETA, LOA of vessel and draft. At present BERTHING is done only during daylight hours and UNBERTHING is done on 24hours basis.

Important Note:

Pilotage cancellations MUST be done latest 12 hours before the arranged pilot booking time. Any cancellations done after the 12-hour period as mentioned above is subject to additional charges / penalties being charged to the responsible parties.

6.4 Pilot Transfer Arrangements

Pilot ladders and other pilot transfer arrangements for all vessels entering or departing TERENGGANU PORT shall be rigged in strict accordance with SOLAS regulations,

IMO Resolution A. 889 (21) and recommendations of the International Maritime Pilots Association (IMPA).

The height of ladder above water in general should not exceed 0.5 metres (Final decision will be made by the pilot) from the sea water level. The vessel must provide a suitable ladder with all safety requirements.

6.5 Mooring Service



Mooring services are also provided during ship arrival and departure. All mooring gangs are fully trained to safely secure vessels to berths and unberths at the jetty.

The vessel shall provide a portable and/or detachable gangway ladder that to be used to embark and disembark port operators' personnel when the vessel is moored alongside the port berth. The gangway ladder should be with proper handrails and steps/platforms for safe operation.



6.6 Towage Service



Tug services for berthing and unberthing of vessels are available. All tugboats are equipped with FIFI and marine pollution control equipment. The terminal provides the following tugs upon request:

- 1 unit of 45 tones Bollard Pull Azimuth Stern Drive Tugs (ASD).
- A 2nd Tug will be provided upon request from either pilot or vessel master. Please note that deployment of additional tug might result in additional charges.

6.7 Vessel Readiness

Upon arrival at Terengganu Silica Port, vessels will be inspected by authorized personnel of the Terengganu Silica Consortium Port.

Vessels are deemed to be ready and fit to be loaded once they have fulfilled the following criteria:

- a. All Vessel lines have been properly secured complete with securing of gangway to the jetty.
- b. Vessels have completed / obtained all necessary approval or clearances that is required by the Malaysia Government Authorities such as immigrations, customs, etc.
- c. Loading sequence has been agreed upon between the Vessel Master and Port Loading Master.

- d. Vessel cranes / derricks / any other obstruction to the commencement of the loading operations has been cleared or properly secured and does not obstruct the loading operations.
- e. Vessel cargo holds have been inspected by authorized Terengganu Silica Consortium Port personnel and has been approved for loading. For the vessel cargo holds to be approved for loading, they **MUST** be washed and cleaned. Cargo Holds must be free from all debris including rusts, paint chippings, trash, oil or any other materials that can contaminate the cargo.

In normal circumstances the following are the normal time frames from Pilot on Board until the vessel is **ready / fit to be loaded**:

Job	Estimated Timeline
Pilotage from anchorage point to the jetty	1 hour
Securing all mooring lines and gangway	45 mins
Clearance by Malaysia Government Authorities	30 mins
ISPS Safety Check + Loading Sequence discussion + Cargo Hold Inspection	30 mins
Total Time	2 hours, 45 mins

- Please note that draft survey will run concurrently with the above tasks.
- Draft survey **MUST** be finalized and completed before the above tasks are completed.

6.8 Additional Tug Boat Movement Charges

1. A Port user in relation to Ship Arriving and Departing from Port are provided with Marine Service for one cycle.
2. In the scenario of additional service being requested on top of Clause 6.8-1, except for ship with defective propulsion or unusual characteristic, then the port will impose the following charges per move:

No	LOA of Vessel	USD/ Movement
1	Not Exceeding 100m	1,375
2	Exceeding 100m but not exceeding 140m	1,750
3	Exceeding 140m but not exceeding 180m	2,125

7. PRE-ARRIVAL NOTIFICATION OF SECURITY (PANS)

All vessels calling TERENGGANU SILICA Port shall submit the Pre-Arrival Notification of Security (PANS). PANS shall be sent to the Maritime Facility Security Officer (MFSO) at least 72 hours before ship's arrival. Contact information for MFSO is as follow:

1.	Port Facility Name	Terengganu Silica Port
2.	Operator	Terengganu Silica Consortium Sdn Bhd
3.	Operation Address	Pelabuhan Setiu, Bukit Bari, Penarik, 22010, Setiu, Terengganu Darul Iman, Malaysia.
4.	Port ID No.	MYKET-0071
5.	Grid Reference	Latitude 02°13'N / Longitude 102°09'E
6.	Port Limit location	Setiu Port Declaration by Minister Of Transport [http://www.marine.gov.my/jlm/pic/article/HEPP/portlimit/Setiu_19012017.pdf]
7.	Statement of Compliance	SOC: 6105/STU/TSC/2022
8.	Maritime Facility Security Officer	Mr Abu Bakar Bin Omar
MFSO COMMUNICATIONS		
9.	Telephone (Off) Fax No: E-mail	609-602 0233 603-602 0230 abubakar@terengganusilica.com ;
MFSO CONTACT NUMBER		
10.	Mr. Abu Bakar	+6019 699 7655

8. NOTIFICATION OF ARRIVAL / DEPARTURE TO MARINE DEPARTMENT

The procedures for arrival / departure and port clearance online are as follows:-

- i. Data entry for MSS 1 (arrival) and MSS 2 (departure) into application system will be made at company's own premise (shipping agent);
- ii. For first transaction with the Marine Department, statutory documents (or changes made thereto) must be verified for its authenticity by officers of the Marine Department at their premise. For subsequent transaction, the application can be made at the company's own premise via internet.
- iii. There is no collection of fees except that all existing fees must be paid in full before port clearance is transmitted to the relevant party; and
- iv. Document for port clearance can be printed at company's own premise prior to submitting to Jabatan Kastam Di Raja Malaysia.

Contact information:

Unit Hal Ehwal Pelaut dan Pelabuhan
JABATAN LAUT WILAYAH TIMUR
JALAN HILIRAN,
KUALA TERENGGANU
TERENGGANU
Tel :609 - 622 1417
Fax :609 - 623 3676
E-mail :
Website :<http://www.marine.gov.my>

9. IMMIGRATION CLEARANCE

Vessels arriving from foreign ports are required to obtain immigration clearance before commencing cargo or passenger operations / crew are permitted ashore.

Masters or agents are required to submit crew list and / or passenger list to immigration authorities at least 24 hours before arrival of vessel. **Cargo vessels requiring immigration clearance must display numerical flags two above five by day and all-round lights red over white or green over green by night.**

Passenger vessels shall display numerical flags three over four by day and similar lights as cargo vessels by night.

Immigration officials will normally board vessels on arrival at berths although clearance is also occasionally done at anchorages upon request by agents. Ship agent will confirm position of boarding for immigration clearance to vessel 24 hrs in advance.

Contact Information:

Kuala Terengganu Immigration Office

Tingkat 1, Wisma Persekutuan
Jalan Sultan Ismail
20200 Kuala Terengganu, Terengganu.
Tel: +609-622 1424
Fax: +609-623 6682

10. HEALTH CLEARANCE

Shipping agents are required to submit forms PKP 02 / PKP 03 to Port Health Office at least 24 hours before the arrival of the vessels. Shipping agents are required to fill the following particulars in the form:-

- i. Last three ports visited within 14 days;
- ii. Validity of Ship Sanitation Control Exemption Certificate (SSEC) / Ship Sanitation Control Certificate (SSC);
- iii. Any sick passenger or crew on board;
- iv. Any stowaway on board

A status (Free or Quarantine) would then be given to the ships.

10.1 Quarantine Vessels

Vessels that are arriving from endemic areas of Yellow Fever and Plague or in other condition which might constitute any public health risks will be boarded and inspected by the Health Officer on arrival on the berth (In some cases vessel may be inspected at designated quarantine anchorage).

Such vessels shall display Yellow Flag (day) / Red over White Light (night).

These vessels require Free Pratique and Port Health Clearance before commencing work or any other authority could board the ships. Documents that are needed before Free Pratique and Port Health Clearance are issued are Maritime Declarations of Health, Crew Lists, Voyage Memo and copy of the SSEC or SSC.

10.2 Free Vessel

Vessels that are deemed healthy will be given Provisional Pratique into the port and the Master/Shipping agents are required to submit the Maritime Declaration of Health, Crew List, previous ports called and copy of Ship Sanitation Control Exemption Certificate (SSEC) within 6 hours of arrival to obtain Health Clearance to allow vessels to sail. The port health office also provides services for the renewal of Ship Sanitation Control Exemption Certificate (SSEC) / Ship Sanitation Control Certificate (SSC).

Contact Information

Port Health Office

Pejabat Pelabuhan Kuala Terengganu,
Jabatan Laut Wilayah, Timur, Jalan Hiliran,
20300 Kuala Terengganu, Terengganu
Tel: 609 - 622 1417
Fax: 609 - 623 3676

11. DEPARTURE PROCEDURES

11.1 Pilot Request

Vessels departing from berths shall request for pilots at least 12 hours prior to departure by contacting TERENGGANU SILICA PORT. Information required would include ETD, LOA, draft of vessel. VHF: Channel 12

11.2 Port Clearance

No vessel is allowed to leave port without a valid port clearance issued by Royal Malaysian Customs Department.

12. OTHERS

12.1 Fresh Water Supply

Fresh water supply in implementation progress. Water boat facilities are not available.

12.2 Bunkering

Supply of bunker fuel are not available at the moment.

12.3 Garbage Disposal

Facilities for disposal of garbage are not available.

12.4 Sewage Disposal

Waste and sewage disposal are not available. Dumping of garbage or sewage overboard of whatever kind is strictly prohibited.

12.5 Medical / Health Facilities

A public clinic is available 15 km from the port. Hospitals and Medical Centres are available in the city 40 km away.

13. APPENDIX

13. Appendix 1: ARRIVAL NOTIFICATION FORM

JABATAN LAUT WILAYAH TIMUR (TERENGGANU SILICA PORT)

ARRIVAL DECLARATION

1.1 Name of the Ship: 1.2 Type of the Ship: 1.3 IMO number: 1.4 Call sign: 1.5 Voyage number: 1.6 LOA: 1.7 Draft:		2. Arrival: Date Time HH:MM	
3. Flag State of Ship	4. Name of Master	5. Last port of call/Next port of call	
6. Certificate of registry (Port; Date; Number)			
8. Gross Tonnage	9. Net Tonnage	7. Name and contact details of Ship's agent	
10. Purpose of visit to port			
11. Number of crew incl. Master	12. Number of passengers	13. Remarks	
14. The ship requirements in terms of waste residue reception facilities & Fresh Water			

15. Ship to Ship (STS)- For ship calling TERENGGANU SILICA PORT for STS activities

- ☐ Supplying Ship
- ☐ Receiving Ship

15.1 Cargo Details:

- a) Type of cargo:
- b) Quantity of cargo:

For official use

13.2 Appendix 2: P5 FORM

JABATAN LAUT WILAYAH TIMUR (TERENGGANU SILICA PORT)

TO: OPERATION MANAGER
TERENGGANU SILICA PORT

Date:

SHIP PARTICULARS

No	Particular of Ship	For LPM Use
1.	Ship Name	
2.	Call Sign	
3.	Year Built	
4.	LOA	
5.	Gross Tonnage	
6.	Nett Tonnage	
7.	Deadweight(Arrival)	
8.	Draft (Arrival)	
9.	Type of Cargo	
10.	Port of registry	
11.	Ship Owner	

12.	Ship Agent		
13.	Ship Agent Code		
14.	Ship Agent Account		

Agent Name and Stamp:

.....

13.3 Appendix 3: REQUIRED BOARDING ARRANGEMENTS FOR PILOT

REQUIRED BOARDING ARRANGEMENTS FOR PILOT

In accordance with I.M.O. requirements and I.M.P.A. recommendations

