

International Regulation for Prevention of Collision at Sea 1972 (COLREG)

Adoption 20 October 1972	No. Of Constructing states/ parties : 156 and 98,76% of world tonnage
Entry into force 15 Juli 1977	
Was Amanded	Compare to SOLAS 1974 : 162 parties and 98,77% of world tonnage
1981 (A. 464 (XII)) – 1 Jun3 1983	
1987 (A. 626 (15)) – 19 November 1989	LL 1966 : 161 States STCW 1978 : 158 States Tonnage 1969 : 152 States
1989 (A. 678 (16)) – 19 April 1991	
1993 (A. 736 (18)) – 4 November 1995	
2001 (A. 910 (22)) – 29 November 2003	
2007 (A. 1004 (25)) – 1 Desember 2009	
2013 (A. 1085 (281)) – 1 Januari 2016	

Source : IMO per 7 April 2014

ASEAN Countries, Parties to the Convention

NO	COUNTRY	Date of Signature or Deposit of Instrument	Date of entry into force or Succession
1	Brunei Darussalam	5 February 1987	5 February 1987
2	Cambodia	18 November 1994	18 November 1994
3	Indonesia	13 November 1979	13 November 1979
4	Malaysia	23 Desember 1980	23 Desember 1980
5	Myanmar	11 November 1987	11 November 1987
6	Philippines	10 June 2013	10 June 2013
7	Singapore	29 April 1977	15 July 1977
8	Thailand	6 August 1979	6 August 1979
9	Vietnam	18 Desember 1990	18 Desember 1990

CONTENT

- 38 rules
- Divided 5 parts;
 - Part A : General (Rule 1-3)
 - Part B : Steering and Sailing (rule 4-19)
 - Section I : Conduct of vessels in any condition of visibility (rule 4-10)
 - Section II : Conduct of vessels in sight of one another (rule 11-18)
 - Section III : Conduct of vessels in restricted visibility (rule 19)
 - Part C : Lights and Shapes (rule 20-31)
 - Part D : Sound and light signals (rule 32-37)
 - Part E : Exemptions (Rule 38)

- 4 Annexes – technical requirements
 - Annex I : Positioning and technical details of lights and shapes
 - Annex II : Additional signals for fishing vessels fishing in close proximity
 - Annex III : Technical details of sound signal appliances
 - Annex IV : Distress Signals

- Part A General
 - Rule 1 : Application
 - Rule 2 : Responsibility
 - Rule 3 : General Definition
- Part B Steering and Sailing Rule
- Section I – Conduct of vessels in any condition of visibility
 - Rule 4 : Application
 - Rule 5 : Look out
 - Rule 6 : Safe speed
 - Rule 7 : Risk of collision
 - Rule 8 : Action to avoid collision
 - Rule 9 : Narrow channels
 - Rule 10 : Traffic separation schemes

- Section II – conduct of vessels in sight of one another
 - Rule 11 : Application
 - Rule 12 : Sailing vessels
 - Rule 13 : Overtaking
 - Rule 14 : Head on situation
 - Rule 15 : crossing situation
 - Rule 16 : Action by give way vessels
 - Rule 17 : Action by stand on vessels
 - Rule 18 : Responsibility between vessels
- Section III – conduct of vessels in restricted visibility
 - Rule 19 : Conduct of vessels in restricted visibility

- Part C Lights and Shapes
 - Rule 20 : Application
 - Rule 21 : Definition
 - Rule 22 : Visibility of lights
 - Rule 23 : Power driven vessels underway
 - Rule 24 : Towing and pushing
 - Rule 25 : Sailing vessels underway and vessels under way
 - Rule 26 : Fishing vessels
 - Rule 27 : Vessels not under command or restricted in their ability to maneuver
 - Rule 28 : Vessels constrained by their draught
 - Rule 29 : Pilot vessels
 - Rule 30 : Anchored vessels and vessels aground
 - Rule 31 : Sea planes

- Part D Sound and Light Signals
 - Rule 32 : Definition
 - Rule 33 : Equipment for sound signals
 - Rule 34 : Maneuvering and warring signals
 - Rule 35 : Sound signals in restricted visibility
 - Rule 36 : Signals to attract attention
 - Rule 37 : Distress Signals
- Part E Exemptions
 - Rule 38 : Exemptions

- Rule 1 – Application
 - a) These rules shall apply to all vessels upon the high seas and in all waters connected to the high seas navigable by seagoing vessels
 - b) special rules made by an appropriate authority for roadstead, harbours, rivers, lakes or inland waters
 - c) Special rules made by the government of any state with respect to additional station or signal light, shapes, or whistle signals for ships or war, convoy vessels, fishing vessels engaged in fishing as a fleet
 - d) TSS may be adopted by IMO for the purpose of these rules
 - e) Vessels of special construction or purpose can not comply fully

- Rule 2 – Responsibility
 - a) Vessels or owner, master or crew shall comply these rules and ordinary practice of seaman
 - b) May make departure from these rules necessary to avoid immidiate danger

