



CHINARE

# 华泰保险经纪有限公司

HUATAI INSURANCE AGENCY & CONSULTANT SERVICE LTD.

**Circular Ref No.: PNI1904**

Date: 9 April 2019

Dear Sir or Madam,

**Subject: The Implementation of Ship Routing System and Ship Reporting System in Minjiang River Estuary of Fuzhou Port, China since June 2019.**

In order to maintain the navigation order in Fuzhou water area, enhance the traffic efficiency and ensure the navigation safety, China MSA has recently issued a notice regarding the implementation of Ship Routing System and Ship Reporting System in Minjiang River Estuary, which will take effect from 1 June 2019 and valid for five years.

The Ship Routing System composes of traffic separation scheme of Qi Xing Jiao, including separation line, separation zone, boundary line, traffic separation, precautionary area and No-sail zone. All ships apply to the routing system shall keep duty on the channel VHF 23.

In the meantime, as per the Ship Reporting System, the Chinese ships (GT  $\geq$ 300) and all the foreign ships should report their name, call sign, IMO No., location, course, speed, last calling port, destination port, draft, defects and limitations, DG, Length Overall and Gross Tonnage as well as other required information to Fuzhou VTS at Qi Xing Jiao reporting zone.

All the foreign ships should comply with the routing system and reporting system. Any ships that violate the aforementioned rules may subject to administrative penalty or other administrative compulsory measures by maritime administration in accordance with relevant laws and regulations.

For more information, please refer to our free translation of MSA's notice as attached for your reference.

This circular is prepared by Huatai Xiamen office, should you have any

query, please feel free to contact our Xiamen office with details as below:

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Hope the above is of assistance.

Best regards,

Handwritten signature in Chinese characters: 于利民

Yu Limin

President

*(Free translation)*

**Maritime Safety Administration of the People's Republic of China**

**Announcement**

**(2019-No.3)**

***Re: Issuing Ship Routing System and Ship Reporting System in Minjiang River Estuary.***

Ship Routing System in Minjiang River Estuary and Ship Reporting System in Minjiang River Estuary have been approved by the director's office meeting, and will put into force on 1 June 2019.

***Attachments:***

- I. Ship Routing System in Minjiang River Estuary.
- II. Ship Reporting System in Minjiang River Estuary.

**Maritime Safety Administration of the People's Republic of China**

**(Stamp)**

**5 March 2019**

## *Attachment I*

### **Ship Routing System in Minjiang River Estuary**

#### **1. Referenced charts**

Nautical Charts published by Maritime Safety Administration of the People's Republic of China: No. 62151, No. 62001, No. 62221 and No. 62261.

Nautical Charts published by The Navigation Guarantee Department of Chinese Naval Staff: No. 13940 and No. 13989.

The coordinate point of this routing system adopt the 2000 National Geodetic Coordinate System (The navigational purpose is equivalent to WGS-84 World Geodetic Coordinate System).

The Ship Routing System composes of traffic separation scheme of Qi Xing Jiao, including separation line, separation zone, boundary line, traffic lane, precautionary area and No-sail zone.

#### **2. Scope of ship routing system** (Traffic separation scheme of Qi Xing Jiao)

##### 2.1 Separation zone

The separation zone composes of the area connecting the below four geographical positions, with width of 0.3 nm.

26 ° 05 '50.7" N, 119 ° 51 '32.8" E

26 ° 05 '50.7" N, 119 ° 51 '52.8" E

26 ° 03 '50.7" N, 119 ° 51 '52.8" E

26 ° 03 '50.7" N, 119 ° 51 '32.8" E

##### 2.2 Boundary line

The west boundary line is connected by the below two geographical positions:

26 ° 05 '50.7" N, 119 ° 50 '26.2" E

26 ° 03 '50.7" N, 119 ° 50 '26.2" E

The east boundary line is connected by the below two geographical

positions:

26 ° 05 '50.7"N, 119 ° 52'59.4" E

26 ° 03 '50.7"N, 119 ° 52'59.4" E

### 2.3 Traffic lane

The traffic lane of southbound ships is the area between the west boundary line and the separation zone, with width of 1nm. The center line of the traffic lane is 2 nm and the main traffic flow is 180°(true heading).

The traffic lane of northbound ships is the area between the east boundary line and the separation zone, with width of 1nm. The center line of the traffic lane is 2 nm, and the main traffic flow is 000°(true heading).

### 2.4 Precautionary area

The precautionary areas compose of the area connecting the below four geographical positions:

26 ° 03 '50.7"N, 119 ° 50'26.2" E

26 ° 02 '02.7"N, 119 ° 50'26.2" E

26 ° 02 '02.7"N, 119 ° 52'59.4" E

26 ° 03 '50.7"N, 119 ° 52'59.4" E

### 2.5 No-sail zone

The Qi Xin Jiao No-sail zone is a round water with a radius of 0.7 nm centered on the Qi Xin Jiao Light-beacon (26 ° 04 '50.7"N, 119 °49'40.2"E).

## 3. Special regulation

3.1 A ship applying the routing system shall keep duty on the channel VHF 23.

3.2 A ship using the traffic lane shall enter or exit at the end of the traffic lane. If it's necessary to enter or exit from the side of the lane, its angle with the total traffic flow of the lane shall be as small as possible.

3.3 A ship should avoid crossing the separation lane, but in order to avoid the danger of navigation, it should cross under the condition that the ship is not closed to the ship navigating in the traffic lane, the crossing angle

with the total traffic flow in the lane shall be at right angle as possible.

3.4 When a sailboat or a ship of less than 20m in length applies the traffic separation scheme, in addition to comply with the provision on navigation in the lane, she shall not obstruct the safe passage of the motor ship in the traffic lane.

3.5 Ship's anchoring, fishing and farming are prohibited in the precautionary area, traffic lane and the waters near their ends.

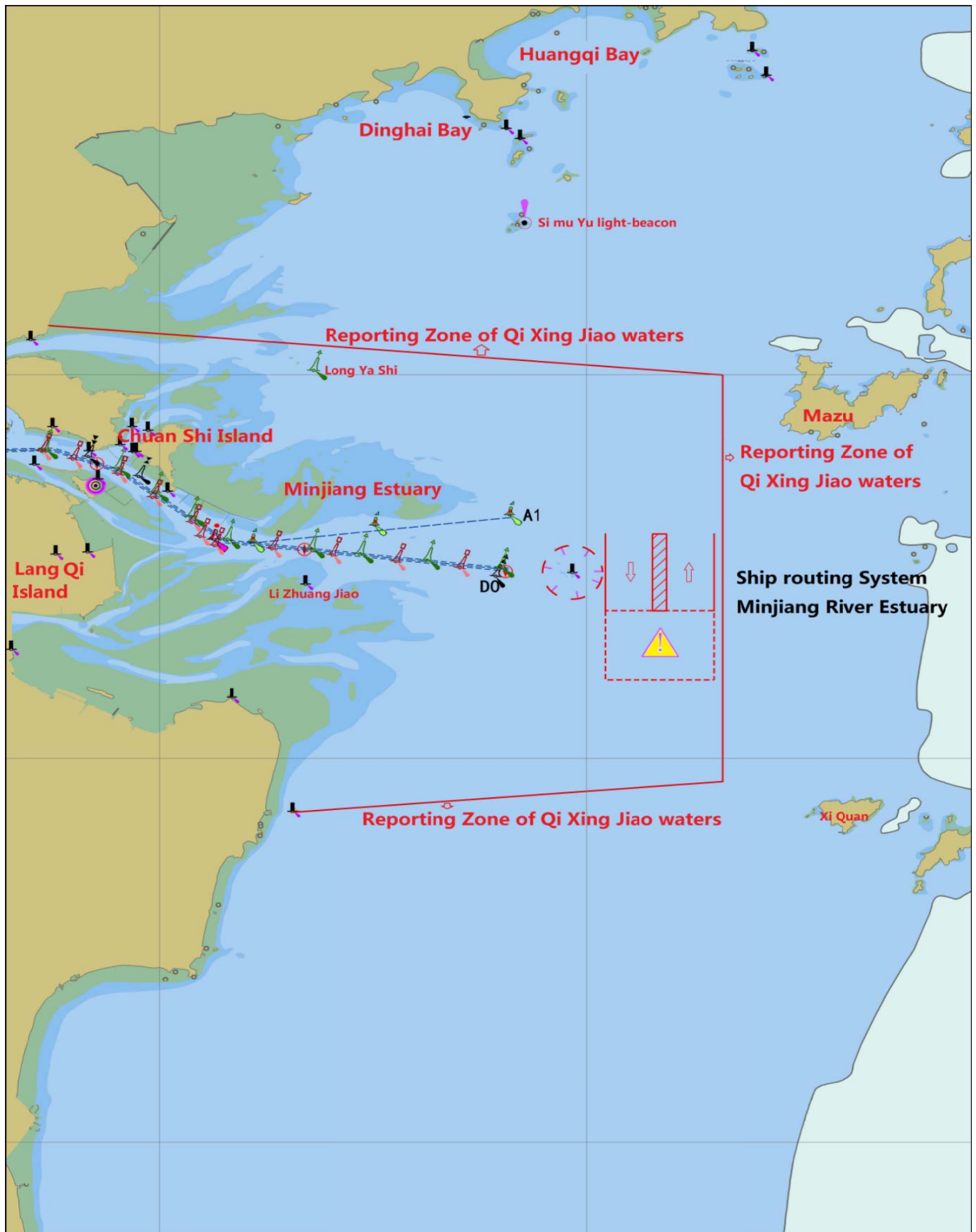
3.6 A Ship using this routing system will not be excused from fulfilling their responsibilities and obligations under *Convention on the International Regulations for Preventing Collisions at Sea, 1972*.

3.7 In case that a ship does not comply with this routing system, the administration shall penalize the ship and related personnel in accordance with relevant laws and regulations.

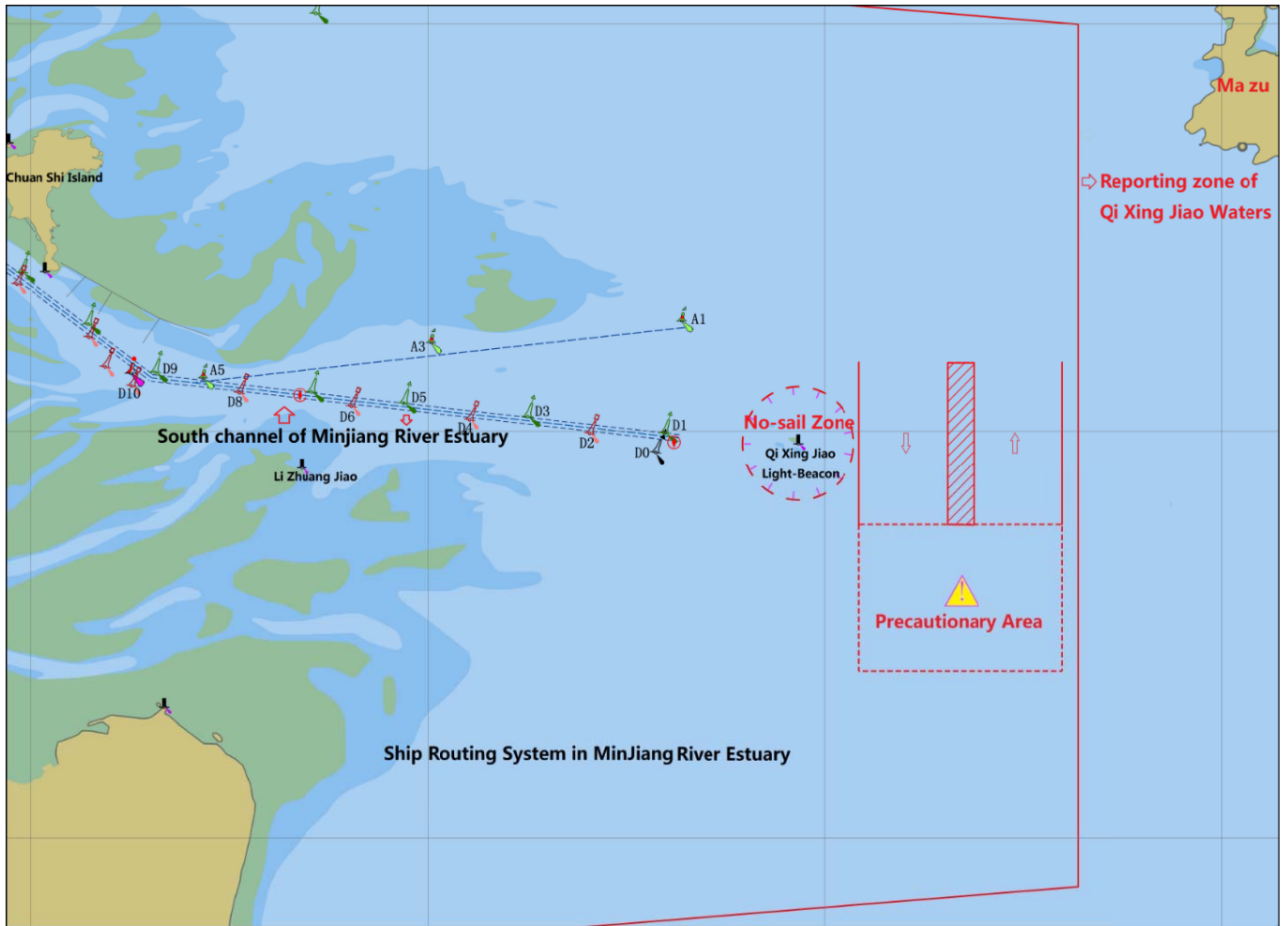
3.8 This regulation shall come into force on 01 June 2019 and shall be valid for **five** years.

**Attachments:**

1. No.1 schematic drawing of Ship Routing System in Minjiang River Estuary.
2. No.2 schematic drawing of Ship Routing System in Minjiang River Estuary.



( No.1 schematic drawing of Ship Routing System in Minjiang River Estuary)



( No.2 schematic drawing of Ship Routing System in Minjiang River Estuary)



## ***Attachment II***

### **Ship Reporting System in Minjiang River Estuary**

#### **1. Applicable ships**

The reporting system is compulsory reporting system, applicable to the ships that use the routing system in Minjiang River Estuary and has the one of the following condition:

- 1.1 Ship in foreign nationality.
- 1.2 Chinese ship of Gross tonnage  $\geq 300$  .
- 1.3 Passenger Ship with capacity of 50 passengers or more (except ferries).
- 1.4 Ship carrying dangerous cargo.
- 1.5 Ship engaging in towage operation.
- 1.6 Ship with limited maneuverability

Military ships are not applicable to the ship reporting system in Minjiang River Estuary.

#### **2. Applicable geographical area and referenced charts**

2.1 Applicable geographical area is Reporting zone of Qi Xing Jiao waters compose of the area connecting the below four geographical positions:

- 26 ° 11 '15.0"N, 119 ° 37'25.2" E
- 26 ° 10 '00.0"N, 119 ° 53'12.0" E
- 25 ° 59 '24.0"N, 119 ° 53'12.0" E
- 25 ° 58 '36.0"N, 119 ° 43'06.6" E

The above coordinates adopt the 2000 National Geodetic Coordinate System (The navigation purpose is equivalent to WGS-84 World GeodeticCoordinate System, same as hereinafter ).

## 2.2 Referenced charts

Nautical Charts published by Maritime Safety Administration of the People's Republic of China: No. 62151, No. 62001No. 62221 and No. 62261.

Nautical Charts published by The Navigation Guarantee Department of Chinese Naval Staff: No. 13940 and No. 13989.

## **3. Format of report, content of report, reporting line and requirement of report**

### 3.1 Format of report

The format for report is in accordance with the requirements by the annex of IMO Resolution A.851 (20).

### 3.2 Content of report

#### 3.2.1 General content of report

A Ship's name, Call Sign and IMO No. (if applicable)

C or D Position (latitude and longitude or position relative to the landmark)

E Course

F Speed

G Last port

I Port of destination

O Draft

Q Defects and limitations (towing ships shall report of the towing length and the name of the object being towed)

DG Dangerous goods

U Length Overall and Gross Tonnage

3.2.2 Ships equipped with AIS in normal working condition may only need to report the following content:

A Ship's name, Call Sign

G Last port of call

I Port of destination

O Draft

Q Defects and limitations

DG Dangerous goods

### 3.3 Reporting line

Boundary line is connected by the below four geographical positions:

26 ° 11 '15.0"N, 119 ° 37'25.2" E

26 ° 10 '00.0"N, 119 ° 53'12.0" E

25 ° 59 '24.0"N, 119 ° 53'12.0" E

25 ° 58 '36.0"N, 119 ° 43'06.6" E

### 3.4 Requirement of report

3.4.1 The ship enters into the waters of the reporting system shall report as per the requirement of 3.2 while she arrives at the reporting line, when the ship departs from the reporting water area she may report the ship name only.

3.4.2 When the ship involves in a traffic incident or a pollution incident, the ship should immediately report the nature, time and position of the incident, extend of damage or pollution and whether assistance is needed, and the ship shall also provide with other required related information on the incident as per the requirement of Administration.

## **4. The Administration and the report accepting authority**

4.1 The administration is Fuzhou Maritime Safety Administration of the People's Republic of China.

4.2 The report accepting authority is Fuzhou VTS Center.

## **5. Service provided to ships**

The Fuzhou VTS Center is able to provide with the below traffic service for the ships using the Ship routing system in Minjiang River Estuary, including:

5.1 Traffic information ( Upon a request)

5.2 Weather information (Upon a request)

5.3 Supporting of allied activities(Upon a request)

5.4 Navigationaidservice (By request)

5.5 Notice/warning to navigator

5.6 Traffic organization

## **6. Radio communications channel and the languages for the reporting**

## 6.1 Working channel of Fuzhou VTS

Calling channel: VHF 23, the spare calling channel: VHF 16.

6.2 The language used for reporting should be Mandarin Chinese or English. The radio communications should follow the format of Standard Marine Communication Phrases.

## **7. Shore-based facilities to support operation of the reporting system**

7.1 Fuzhou VTS Center contains: radar system, VHF communication system, information processing and display system, information transmission, recording and replaying system and weather sensor system. The function includes: data collection, data evaluation and processing, information service, traffic organization service, navigational aid service and supporting allied services.

7.2 Fuzhou VTS Center maintains 24-hours continuous duty.

## **8. Emergency Communication**

8.1 When the ship needs to drop anchor in an emergency situation such as out of control or in the danger of sunken, she shall leave the channel as soon as possible and report to the Fuzhou VTS promptly.

8.2 When a ship encounters a VHF equipment failure, she may report by the following telephone No. : Fuzhou VTS +86 59188028811.

**9.** This regulation shall come into force on June 1, 2019 and shall be valid for five years.