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Date: 24 Feb 2022

Oasis Circular No.: 2202

Subject: China MSA revised Ship Routing System and Ship Reporting System at Xiamen port from 01 March 2022

In order to meet the actual navigation needs of Xiamen waters, China MSA recently announced the revised Ship Routing System and Ship Reporting System in Xiamen Water Area, which will take effect on 01 March 2022.

According to the revised Ship Routing System, ships of 50,000 tons and above shall use the deep-water route for inward and outward journeys to and from Dongdu, Haicang and Zhaoyin Port of Xiamen. The current requirement for ships draft over 12.5 meters to use the deep water route will be removed but it requests ships going in or coming out from Houshi Port to use the South Channel and Houshi Channel of Xiamen port rather than the deep-water route. The deep-water route has been widened from 450m to 560-641m and the depth datum of main channel deepened from -15.0m to -16.70m. The navigation capacity is increased from 150,000 tons to 200,000 tons and the length of route is adjusted from 9.56 nm to 9.13 nm.

The revised Ship Reporting System is applicable to all foreign ships. It replaces the original reporting point of Jiujiiejiao and sets up a new reporting line of the Qingyu Lighthouse, and it specifies the longitude and latitude coordinates of reporting lines (points) including West Reporting Line, Qingyu Lighthouse Reporting Line, Zhenhaijiao Lighthouse and Tuyu Reporting Point. The revision is also applicable to ships of restricted maneuverability. Ships shall report their dynamic information to VTS under the following two circumstances:

- aa. Ships having problem with the main engine, steering gear, positioning system or other key navigation safety equipment.
- bb. Ship's AIS system is out of order.

In addition, the revised Ship Reporting System change the VHF working channels. The Xiamen VTS area will be divided into two zones, i.e. inside and outside the port with the boundary of the Qingyu Lighthouse Reporting Line. The working channel outside the port is VHF 67 while that of outside the port is VHF 08.

Any ship violating the rules of the above 2 revised systems shall face the administrative penalty or other administrative compulsory measures imposed by MSA in accordance with relevant laws and regulations.

Enclosed are the announcement made by the MSA and its three attachments in Chinese together with our free translation in English for your reference.

We hope the above is of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

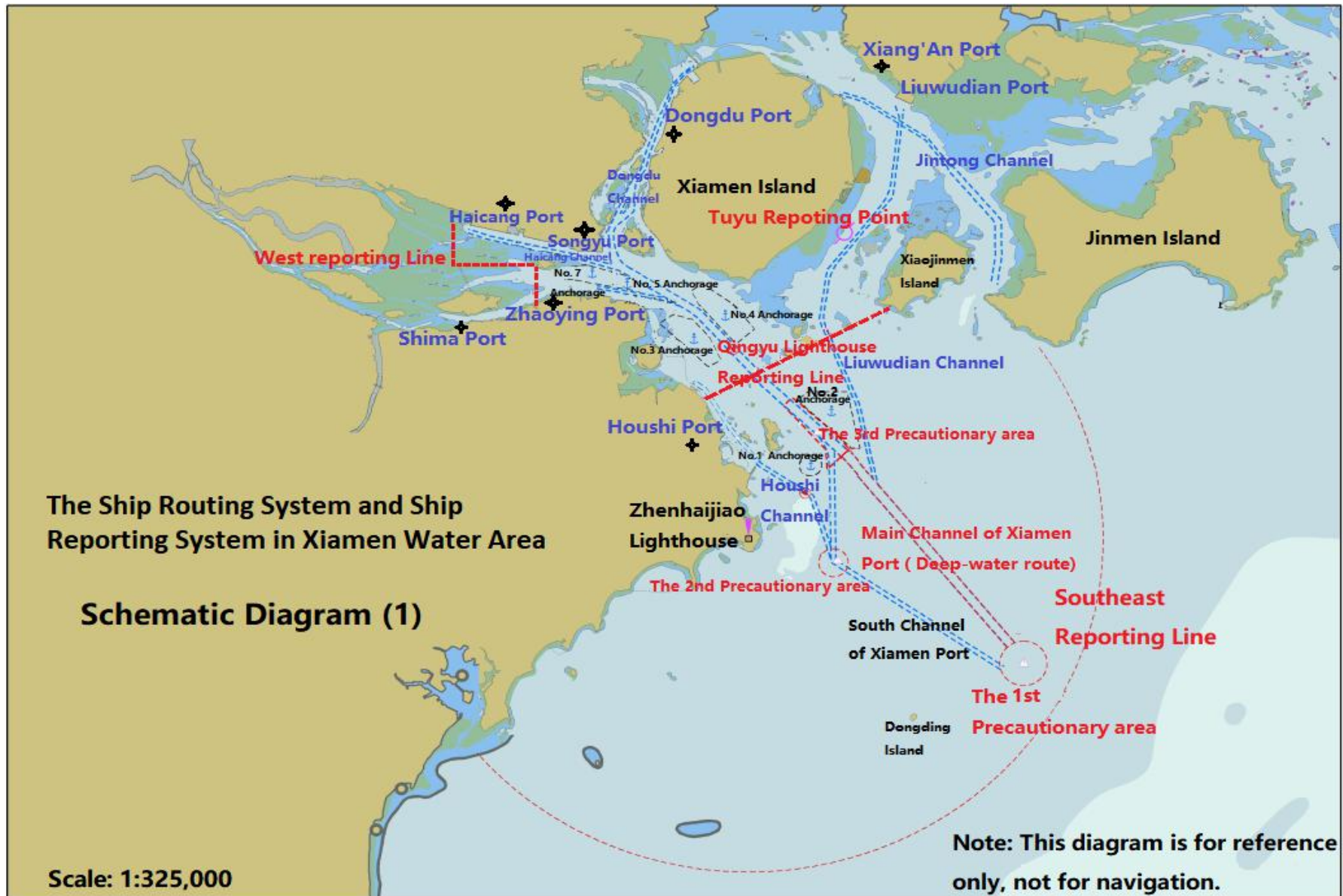
Best regards,

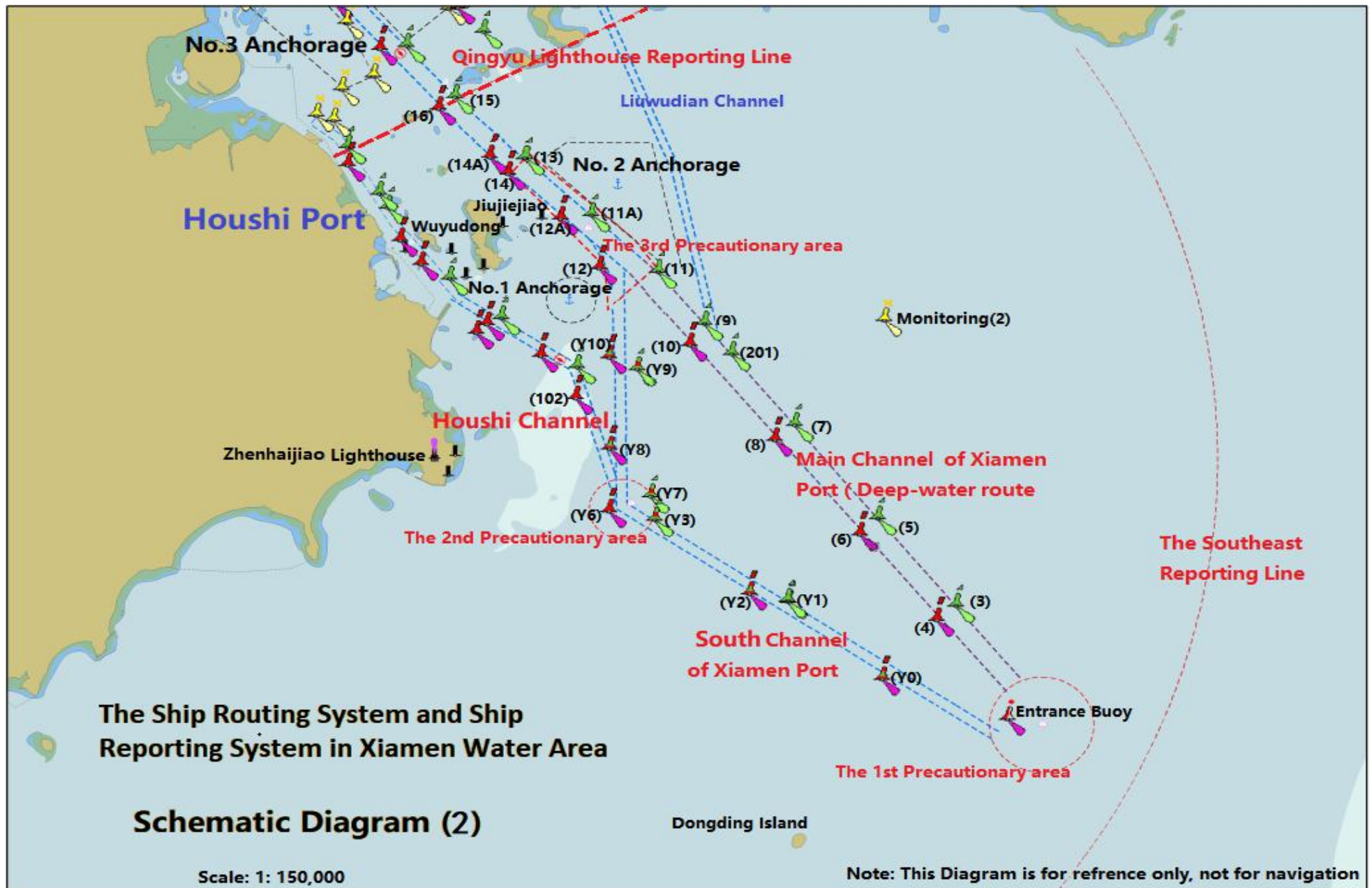
Oasis P&I Services Company Limited

Attachments:

- | | |
|--|----------|
| I. Schematic Diagram of Ship Routing System in Xiamen Water Area | 2 pages |
| II. Free translation of Announcement No. 14 by China MSA | 8 pages |
| III. Announcement No. 14 by China MSA | 13 pages |

Attachment I - Schematic Diagram of Ship Routing System in Xiamen Water Area





Attachment II - Free translation of Announcement by China MSA

Maritime Safety Administration of the People's Republic of China

Announcement

(No. 14)

Re: Announcement of *Ship Routing System and Ship Reporting System in Xiamen Water Area*

The revised *Ship Routing System and Ship Reporting System in Xiamen Water Area* are hereby announced and they will be implemented on 01 March, 2022. Relevant companies and ships sailing through the applicable waters are requested to comply with it.

The *Ship Routing System and Ship Reporting System in Xiamen Water Area* (Announcement No. 1 of Maritime Safety Administration of the People's Republic of China, 2015) implemented on 01 July, 2015 shall be abolished at the same time.

It is hereby announced.

Attachments:

1. *Ship Routing System in Xiamen Water Area*
2. *Ship Reporting System in Xiamen Water Area*
3. *Schematic Diagram of Ship Routing System in Xiamen Water Area*

Maritime Safety Administration of the People's Republic of China

24 December 2021

Attachment 1

Ship Routing System in Xiamen Water Area

Referenced charts:

Nautical Charts published by Maritime Safety Administration of the People's Republic of China: No. 65001, No. 65112 and No. 65113.

Nautical Charts published by The China Navy Hydrographic Office: No. 14240, No. 14249 and No. 14291.

The coordinate of this routing system adopts the 2000 National Geodetic Coordinate System (The navigation purpose is the same as WGS-84 World Geodetic Coordinate System).

This routing system consists of deep-water route and precautionary area.

1. Deep-water route

The width of the main channel of Xiamen Port (Deep-water route) is 560 ~ 641 meters, depth datum is -16.7 meters (Local theoretical lowest tide) and the overall length is 9.13 nm.

1.1 Axis

The axis of Deep-water route is connected by below coordinates:

24 ° 12 '19.08"N, 118 ° 17'38. 64" E

24 ° 19 '22.55"N, 118 ° 11'16. 94" E

1.2 West boundary line

The west boundary line is connected by below coordinates:

24 ° 12 '13.29"N, 118 ° 17'30. 99" E

24 ° 19 '15.32"N, 118 ° 11'10. 58" E

1.3 East boundary line

The east boundary line is connected by below coordinates:

24 ° 12 '24.88"N, 118 ° 17'46. 29" E

24 ° 19 '15.65"N, 118 ° 11'39. 79" E

24 ° 19 '29.31"N, 118 ° 11'23. 84" E

2. Precautionary areas

2.1 The first precautionary area is set in the entrance of the main channel of Xiamen Port, the water area of the circle with radius of 0.8 mile from the coordinate 24 ° 11 '40.12"N, 118 °18'06.41"E.

2.2 The second precautionary area is the water area of the circle with radius of 0.5 mile from coordinate 24 ° 15 '17.65"N, 118 °11'03.14"E.

2.3 The third precautionary area is the area connected by the below coordinates:

24 ° 20 '55.60"N, 118 °09'12.30"E

24 ° 19 '20.63"N, 118 °10'45.56"E

24 ° 18 '38.35"N, 118 °10'49.00"E

24 ° 19 '21.35"N, 118 °11'37.30"E

24 ° 19 '48.42"N, 118 °11'16.06"E

24 ° 21 '14.77"N, 118 °09'29.50"E

3. Navigation regulation

3.1 Ships of 50,000 tons or above shall use the deep-water route to inward or outward the Dongdu, Haicang and Zhaoyin Port of Xiamen. Ships shall exhibit the signals and/or shapes according to the *Convention on the International Regulations for Preventing Collisions at Sea, 1972* .

Other ships may use the deep-water route for their inward or outward journeys to/from Dongdu, Haicang, Zhaoyin, Shima and Liuwudian Port of Xiamen, the inner anchorage and temporary working zone provided that they do not hinder those ships which can only use the deep-water route; and they shall also follow the traffic organization of Xiamen VTS Centre.

Ships going in or coming out from Houshi Port shall use the South Channel and Houshi Channel of Xiamen Port.

3.2 Ships shall try to avoid crossing the deep-water route. If she is forced to cross, the ship shall report her movement to the surrounding ships. Ships shall also avoid affecting the safety of ships which can only use the deep-water route. Ships shall try to cross the other ships in the deep-water route at a right angle and follow the flow of the traffic. They shall also take substantial action to give way to the ships in the deep-water route.

3.3 Ships sailing in the precautionary areas shall navigate with particular caution, increase the look-out, clearly show their navigation movement or intention. The ship overtaking another ship in the deep-water route shall firstly agree with the ship being overtaken, and shall overtake by the port side of the ship being overtaken.

3.4 If a ship needs to drop anchor while she is out of control, sinking or encountering

any other emergencies, the ship shall keep out of the channel and report to Xiamen VTS Centre immediately.

3.5 Fishing, sand excavation or anchoring and any other operation which affects the navigational safety is prohibited in the water area of the routing system.

3.6 All ships are forbidden to perform the stopping distance test, turning-circle test or other actions in the water area of deep-water route or within 2 nm from the route's both sides which might affect the safety of other ships.

3.7 Ships not using the water area of routing system shall stay as far away from the water as possible.

3.8 The MSA shall impose administrative penalty on the ship violating the rules of the routing system in accordance with relevant laws.

Attachment 2

Ship Reporting System in Xiamen Water Area

1. Applicable ships

The reporting system is a compulsory reporting system, and it is applicable to the ships which have following condition:

- 1.1 Ships of foreign nationality.
- 1.2 Chinese ships of 300 gross tonnage or above.
- 1.3 Passenger ships with capacity of 50 passengers or more (except ferries).
- 1.4 Ships carrying dangerous cargo.
- 1.5 Ships engaging in towage operation.
- 1.6 Ship of restricted maneuverability.

2 Applicable reporting line (point) and referenced charts

2.1 The ship shall report when passing the reporting line and reporting point in 3.3 (See attachment 3).

2.2 Referenced charts

Nautical Charts published by Maritime Safety Administration of the People's Republic of China: No. 65001, No. 65112 and No. 65113.

Nautical Charts published by The China Navy Hydrographic Office: No. 14240, No. 14249 and No. 14291.

2.3 Coordinate system

The coordinate of this reporting system adopts the 2000 National Geodetic Coordinate System (The navigation purpose is the same as WGS-84 World Geodetic Coordinate System).

3. Reporting format, content, line and point

3.1 Format of report

The format of report adopts the requirements listed in the Annex of IMO Resolution A.851 (20).

3.2 Content of report

3.2.1 General content

- 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 of call
- I Port of destination
- O Draft
- Q Defects and limitations (Towing ship shall report of the towage 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 and which is in normal working condition may only need to report the following contents:

- 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 and point

3.3.1 Southeast Reporting Line

The Southeast Reporting Line is a circular arc line with Zhenhaijiao Lighthouse (24 ° 16 '09"N, 118 °07'54"E) as the Centre, 12 nm as the radius and direction from 055 ° to 230 °.

3.3.2 Qingyu Lighthouse Reporting Line

Qingyu Lighthouse Reporting Line is connected by below coordinates:

- 24 ° 21 '12"N, 118 °06'12"E
- 24 ° 24 '33"N, 118 °13'14"E

3.3.3 West Reporting Line

The West Reporting Line is connected by below coordinates:

- 24 ° 28 '02"N, 117 °56'55"E
- 24 ° 26 '00"N, 117 °56'55"E

24 ° 26 '00"N, 118 °00'00"E

24 ° 24 '34"N, 118 °00'00"E

3.3.4 Tuyu Reporting point

Tuyu Reporting Point is the position when the ship is sailing along Liuwudian Channel and passing Tuyu by the ship's abeam (Approximated position: 24 ° 27 '12"N, 118 °11'18"E).

The applicable ship shall report the information listed in in 3.2 to the Xiamen VTS Centre by the stipulated VHF channel when passing the Southeast Reporting Line or Qingyu Lighthouse Reporting Line. The applicable ship shall report the ship's dynamic information to the Xiamen VTS Centre by the stipulated channel when passing the West Reporting Line or Tuyu Reporting Point.

4. Other requirement

4.1 An inward ship is exempted from reporting when passing the Qingyu Lighthouse Reporting Line if she has already reported when passing the Southeast Reporting Line or at the time of heaving up the anchor.

4.2 An outward ship is exempted from reporting when passing the Southeast Reporting Line if she has already reported when passing Qingyu Lighthouse Reporting Line.

5. The administration and the authority

5.1 The administration is The Maritime Safety Administration of the People's Republic of China (Xiamen).

5.2 The authority accepting report is Xiamen VTS Centre.

6. Communication channel and the languages

6.1 Working channel of Xiamen VTS Centre

Xiamen VTS area is divided into two zones, i.e. inside and outside the port with the boundary of Qingyu Lighthouse Reporting Line. The VHF working channels of the two zones are:

A. The working channel outside the port: VHF 67.

B. The working channel inside the port: VHF 08.

6.2 The reporting system uses Mandarin or English. VHF communication shall be brief, concise and clear and uses standard maritime communication terms.

7. Violation

Any ship not complying with the reporting system shall be dealt with by the MSA in accordance with relevant regulations.

第 14 号

中华人民共和国海事局关于公布《厦门水域船舶定线制》《厦门水域船舶报告制》的公告

现将经修订的《厦门水域船舶定线制》《厦门水域船舶报告制》予以公告，自 2022 年 3 月 1 日起实施，请相关单位和航经适用水域的船舶遵照执行。

2015 年 7 月 1 日起施行的《厦门水域船舶定线制》《厦门水域船舶报告制》（中华人民共和国海事局公告 2015 年第 1 号）同时废止。

特此公告。

- 附件：1.厦门水域船舶定线制
2.厦门水域船舶报告制
3.厦门水域船舶定线制示意图

附件 1

厦门水域船舶定线制

参考海图：中华人民共和国海事局出版海图图号：65001、65112、65113。

中国人民解放军海军海道测量局出版海图图号：14240、14249、14291。

本定线制的各坐标点采用 2000 国家大地坐标系（航海用途等同 WGS-84 世界大地坐标系）。

本定线制由深水航路及警戒区组成。

1. 深水航路

厦门港主航道（深水航路）宽度 560—641m，通航底高程 -16.70m（当地理论最低潮面），全长 9.13 海里。

1.1 深水航路轴线。

深水航路轴线由下列坐标点的连线组成：

24°12'19.08"N, 118°17'38.64"E;

24°19'22.55"N, 118°11'16.94"E。

1.2 西边界线。

深水航路西边界线由下列坐标点的连线组成：

24°12'13.29"N, 118°17'30.99"E;

24°19'15.32"N, 118°11'10.58"E。

1.3 东边界线。

深水航路东边界线由下列坐标点的连线组成：

24°12'24.88"N, 118°17'46.29"E;

24°19'15.65"N, 118°11'39.79"E;

24°19'29.31"N, 118°11'23.84"E。

2. 警戒区

2.1 第一警戒区。

第一警戒区设在厦门港主航道口门处，以坐标点（24°11'40.12"N, 118°18'06.41"E）为圆心，0.8 海里为半径的水域内。

2.2 第二警戒区。

第二警戒区以坐标点（24°15'17.65"N, 118°11'03.14"E）为圆心，0.5 海里为半径的水域内。

2.3 第三警戒区。

第三警戒区由以下坐标点连线所围成的多边形水域：

24°20'55.60"N, 118°09'12.30"E;

24°19'20.63"N, 118°10'45.56"E;

24°18'38.35"N, 118°10'49.00"E;

24°19'21.35"N, 118°11'37.30"E;

24°19'48.42"N, 118°11'16.06"E;

24°21'14.77"N, 118°09'29.50"E。

3. 航行规定

3.1 五万吨级及以上船舶应使用深水航路进出厦门港东渡、海沧、招银港区。船舶应按照《1972年国际海上避碰规则》有关规定显示号灯号型。

其他船舶在不影响只能在深水航路航行船舶的情况下，可使用深水航路进出厦门港东渡、海沧、招银、石码、刘五店港区以及港内锚地、临时作业点，但应服从厦门船舶交通管理中心的交通组织。

进出后石港区的船舶应使用厦门港南航道、后石航道航行。

3.2 船舶应尽可能避免穿越深水航路，当不得不穿越时，应事先向周围船舶通报本船动态，应避免妨碍上述只能在深水航路航行船舶的安全航行，尽可能采取与深水航路内船舶总流向成直角的航向穿越，并大幅度宽让深水航路内航行的船舶。

3.3 在警戒区航行的船舶，应当特别谨慎驾驶，加强瞭望，明确表明本船航行动态或意图；船舶在深水航路内追越他船时，应征得被追越船舶同意后，从其左舷追越。

3.4 船舶遇有失控、沉没危险等紧急情况需抛锚时，应尽可能让出航道，并及时向厦门船舶交通管理中心报告。

3.5 在定线制水域内禁止捕捞、采砂、锚泊等影响通航安全的相关作业。

3.6 禁止在深水航路及其两侧边线起2海里水域内从事船舶冲程、旋回性能测试等可能影响其他船舶安全航行的活动。

3.7 不适用本定线制水域的船舶，应尽可能远离该水域。

3.8 对违反船舶定线制规定的船舶，由海事管理机构依法实施行政处罚。

附件 2

厦门水域船舶报告制

1. 适用船舶

本报告制为强制性船舶报告制，符合以下条件的船舶应报告：

- 1.1 外国籍船舶；
- 1.2 300 总吨及以上中国籍船舶；
- 1.3 乘客定额超过 50 客位的客船(渡船除外)；
- 1.4 载运危险货物的船舶；
- 1.5 从事拖带的船舶；
- 1.6 操纵能力受到限制的船舶。

2. 适用的报告线（点）及海图

2.1 船舶应在航经 3.3 中报告线和报告点位置时提供报告（见附件 3）。

2.2 相关海图。

中华人民共和国海事局出版海图图号：65001、65112、65113。

中国人民解放军海军海道测量局出版海图图号：14240、14249、14291。

2.3 坐标系。

本报告制的各坐标点采用 2000 国家大地坐标系（航海用途

等同 WGS-84 世界大地坐标系)。

3. 报告格式、报告内容、报告线和报告点

3.1 报告格式。

本船舶报告制格式采用国际海事组织 (IMO) A.851 (20)号大会决议附则中所规定的格式。

3.2 报告内容。

3.2.1 一般报告内容。

A 船名、呼号和国际海事组织编码 (若适用)

C 或 D 位置 (经纬度或相对于陆标的位置)

E 航向

F 航速

G 上一停靠港

I 目的港

O 吃水

Q 缺陷及限制 (拖船应报告其拖带长度及被拖物名称)

DG 危险货物

U 总长及总吨

3.2.2 船舶装有船舶自动识别系统 (AIS) 设备并正常使用的, 可仅报告下列内容:

A 船名、呼号

G 上一停靠港

I 目的港

O 吃水

Q 缺陷及限制

DG 危险货物

3.3 报告线和报告点。

3.3.1 东南报告线。

东南报告线以镇海角灯塔($24^{\circ}16'09''\text{N}$, $118^{\circ}07'54''\text{E}$)为圆心, 12海里为半径, 方位 055° 至 230° 的圆弧线。

3.3.2 青屿灯塔报告线。

青屿灯塔报告线由以下坐标点组成的连线:

$24^{\circ}21'12''\text{N}$, $118^{\circ}06'12''\text{E}$;

$24^{\circ}24'33''\text{N}$, $118^{\circ}13'14''\text{E}$ 。

3.3.3 西报告线。

西报告线由以下坐标点组成的连线:

$24^{\circ}28'02''\text{N}$, $117^{\circ}56'55''\text{E}$;

$24^{\circ}26'00''\text{N}$, $117^{\circ}56'55''\text{E}$;

$24^{\circ}26'00''\text{N}$, $118^{\circ}00'00''\text{E}$;

$24^{\circ}24'34''\text{N}$, $118^{\circ}00'00''\text{E}$ 。

3.3.4 土屿报告点。

土屿报告点位于船舶沿刘五店航道航行时航经土屿正横位置(概位: $24^{\circ}27'12''\text{N}$, $118^{\circ}11'18''\text{E}$)。

按要求需报告的船舶在经过东南报告线或青屿灯塔报告线时, 应在规定频道向厦门船舶交通管理中心报告 3.2 内容。需报

告的船舶经过西报告线或土屿报告点时，应在规定频道向厦门交通管理中心报告船舶动态。

4. 其它要求

4.1 进港船舶在航经东南报告线时或起锚时报告，免除其航经青屿灯塔报告线的报告。

4.2 出港船舶在航经青屿灯塔报告线时报告，免除其航经东南报告线的报告。

5. 主管机关、受理报告机关

5.1 主管机关为中华人民共和国厦门海事局。

5.2 受理报告机关为厦门船舶交通管理中心。

6. 报告制要求的通信频道和语言

6.1 厦门交管中心的工作频道。

厦门船舶交通管理系统（VTS）区域以青屿灯塔报告线为界线分为港内和港外两个分区。各分区及船舶甚高频系统（VHF）工作频道如下：

表1 工作频道

序号	分区	VHF工作频道
1	厦门VTS港外区域	67
2	厦门VTS港内区域	08

6.2 报告制使用语言为汉语普通话或英语，VHF 通话应当简明、扼要、清晰，使用标准航海通信用语。

7. 违规处理

对不遵守本报告制的船舶，由海事管理机构依据有关规定进行处理。

厦门水域船舶定线制示意图

厦门水域船舶定线制示意图（一）



厦门水域船舶定线制示意图（二）



中华人民共和国海事局
2021年12月24日

分送：交通运输部水运局，中国海上搜救中心，长江航务管理局，
各直属海事局

中华人民共和国海事局

2021年12月24日印发
