

JAPAN P&I NEWS

No.653-13/12/19

中国 Lanshan 港 - 養殖場の拡張が付近航行船舶に及ぼす危険性について

2012年9月13日付 Japan P&I News (No.623)にて中国 Lanshan 港の養殖場拡張が及ぼす危険性に関する情報をご案内しましたが、Qingdao のコレスポンデント Huatai Insurance Agency & Consultant Service Ltd.より、以下の通り最新情報を入手しました。添付ファイル2 (回章 No.PNI1305) は添付ファイル1 (回章 No.PNI1304) の追加情報となっており、養殖場のより正確な位置情報、航路情報、推奨事項等が記載されています。

当該海域を航行する各船舶の安全航行と事故防止を祈念いたします。

添付ファイル1 (2013年11月29日付 Huatai Qingdao Office 発行の回章 No.PNI 1304)
—Lanshan 港付近の養殖場の現状、問題の原因とこれまでの改善点、安全航海のための推奨事項について

添付ファイル2 (2013年12月13日付 Huatai Qingdao Office 発行の回章 No.PNI 1305)
—Lanshan 港付近の養殖場の最新位置情報、航路に関する最新情報、安全航海のための推奨事項について (最新版)

以上

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中国 Lanshan 港 - 養殖場の拡張が付近航行船舶に及ぼす危険性について—追加情報

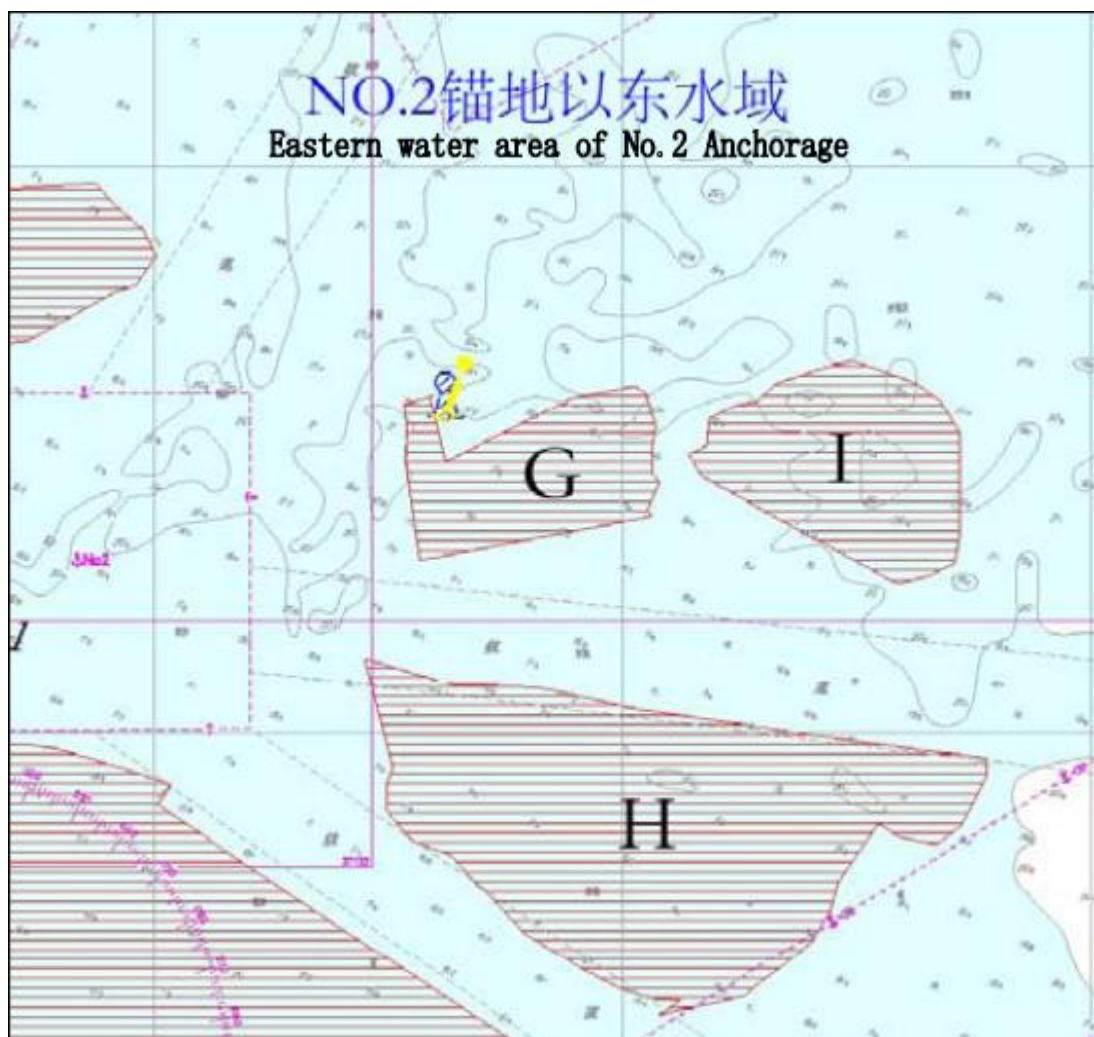
(この回章は Huatai Insurance Agency & Consultant Service Ltd. Qingdao Office により作成されました。)

中国 Lanshan 港の養殖場に関する 2012 年 9 月 5 日付 Huatai Qingdao Office 発行の回章 No.:PNI1202 (2012 年 9 月 13 日付当組合発行の Japan P&I News No.623) をご参照ください。同回章の発行より 1 年以上が経過しましたが、その後の状況についてご案内します。

1.Lanshan 港付近の養殖場の現状

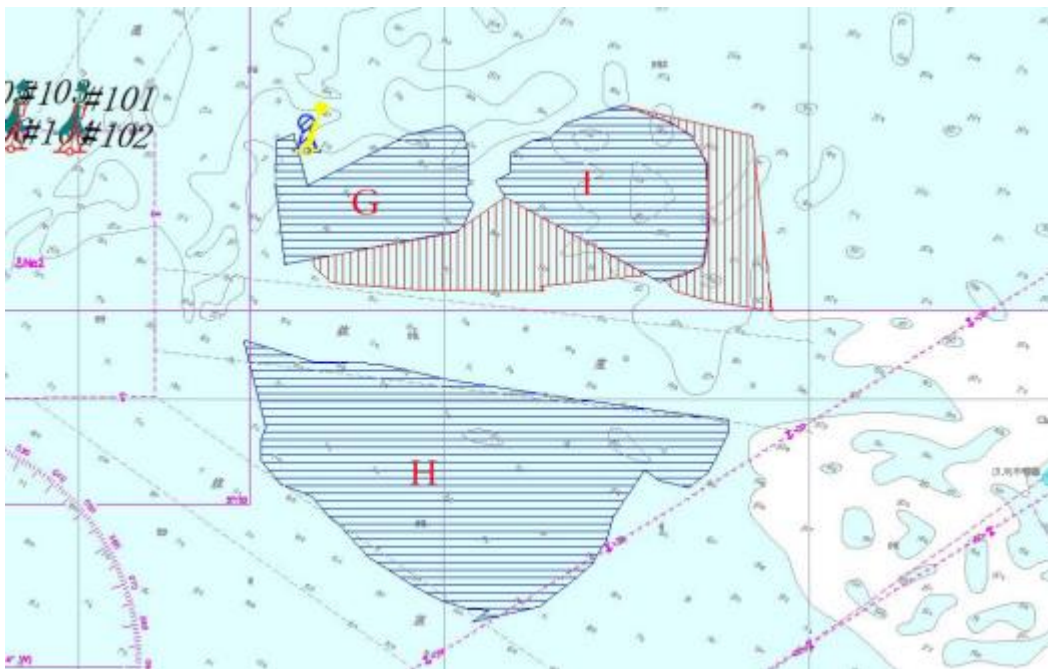
Huatai Qingdao Office では、Lanshan 港付近の養殖場の現状について、Rizhao Maritime Safety Administration (以下、Rizhao MSA)及び関係港湾当局より以下の最新情報を入手しています。

2013 年 4 月、Rizhao MSA は Lanshan 港付近 1400 平方 km を超える海域を調査、その中に 300 以上ものサンプルポイントを設定し、養殖場及び網漁具の位置を調査しました。この現地調査の結果、過去数カ月前と比較して養殖場の面積に大幅な拡張はみられないものの、網漁具の量が大きく増加していることがわかりました。以下の略図をご参照ください。



2013 年 6 月 9 日、Rizhao MSA が Lanshan 港 No.2 锚地東側の養殖場を調査したところ、養殖場(主に mussel)が新たに南及び東方面に拡張しつつあることが明らかとなりました。同養殖場南側、およそ

11,000m にわたる境界ラインは、出入航路より 110~545m ほどしか離れていません。これについて以下の略図をご参照ください。



略図の横縞の海域は 2013 年 4 月に行われた調査で明らかとなった養殖場を示しています。縦縞は 6 月の調査で確認された、新たに拡張された養殖場の海域を示しています。付近航行船舶に影響を及ぼす可能性のある、養殖場南側の境界ラインの地点は以下の通りです。

- | | |
|------------------------------|------------------------------|
| ① 35°01'.751N,119°38'.283E ; | ② 35°01'.469N,119°38'.213E ; |
| ③ 35°01'.314N,119°38'.439E ; | ④ 35°01'.273N,119°38'.749E ; |
| ⑤ 35°01'.230N,119°39'.422E ; | ⑥ 35°01'.230N,119°39'.634E ; |
| ⑦ 35°01'.221N,119°40'.134E ; | ⑧ 35°01'.208N,119°41'.408E ; |
| ⑨ 35°01'.249N,119°41'.341E ; | ⑩ 35°03'.408N,119°42'.916E ; |
| ⑪ 35°01'.217N,119°43'.163E ; | ⑫ 35°01'.100N,119°43'.662E ; |
| ⑬ 35°00'.987N,119°44'.500E . | |

*注

MSA では人員や資金等の都合上頻りに現場調査を行うことが難しく、また現地には漁業のライセンス無しに、或いはライセンス上認められる範囲を超えて漁業を行う者が存在するため、状況は常に変化しており、現状は上記の略図と異なる可能性があります。

2. 問題の原因とこれまでの改善点

2013 年 11 月上旬、Huagai Qingdao は Rizhao MSA 及び VTS command centre を訪問し、Rizhao MSA との協議の結果、以下の情報を入手しました。

(1) Shandong Province の Lanshan 港と Jiangsu Province の Lianyungang 港の境界は、どちらも関係港湾当局により其々認可されているにもかかわらず、一部重複している箇所があり、両港の間で議論が続いている。

(2) このため、両港の当局は Shandong Province と Jiangsu Province が其々管理する海域の境界を明確にひくことができずにいる。この状況下で、Lanshan 港の入口付近のいくつかの養殖場が Jiangsu Province 当局による認可を受け、結果として Lanshan 港に寄港する船舶の安全に多大な危険が及び、船舶が養殖場の存在を知らないまま進入してしまう事故が多発することとなった。

(3) Rizhao Municipal Government は上記の状況について上部機関に正式な申立てを行っているものの、

これまで進展はない。

(4) Rizhao MSA では Lanshan 港入口付近に多くの養殖場を認知している。Rizhao MSA VTS Command Centre に訪問した際、直近の養殖場の位置はレーダースクリーン上にマークされ、継続した見張りが続けられていることを確認した。そうした中で VTS Command Centre では勤務中の多数のオペレーターが Lanshan 港に出入港する船舶航行のアシストを行うよう配置されている。

2012 年、Lanshan 港に於ける養殖場に係るクレームが多発し、その問題につき Huatai circular PNI1202 を含め、様々な報告がされてきましたが、2013 年では船舶が養殖場へ進入する事故の発生は大幅に減少しています。MSA によると、2012 年 6~12 月では約 100 件の事故が発生した一方で、2013 年 1~10 月は 20 件程度に留まっているとのこと。

3. 安全航海のための推奨事項

この様な事故をさらに減少させるため、以下を推奨します。

- (1) Lanshan 港に出入港する際は、推奨されている航路を航行すること。
- (2) 新航路を通り Lanshan 港を出港する船舶は、やむを得ない事情が無い限り航路から外れないこと。特にブイ No.103 より手前の海域で航路から外れることは危険を伴う。他船を避けて航行する場合は、航路の幅に注意すること。
- (3) やむを得ない事情が無い限りブイ No.129(VF)と No.343(VF)をつなぐラインの延長線上、300,000mts 航路の延長線上、ブイ No.101 と No.314 をつなぐラインの延長線上、そして新航路の延長線上を横切って航行しないこと。
- (4) 略図上 G 及び I の養殖場間の海域を航行しないこと。
- (5) 新航路に入る前に動的情報を VTS に報告し、VTS よりアシストを受けて安全に航行すること。
- (6) Lanshan 港出入港中は注意を怠らないこと。不幸にも Lanshan 港付近の養殖場へ進入してしまった場合は、船長は船主及び P&I Club に直ちに連絡すること。以下の連絡先で Huatai Qingdao にアシストを求めることができます。

Huatai Insurance Agency & Consultant Service Ltd., Qingdao Branch
Tel: 86 532 8502 1883
Fax: 86 532 8502 3828
Duty Mobile: 86 186 5328 9883
E-mail: qingdao@huatai-serv.com

この情報がお役にたてば幸いです。何か質問がございましたら、遠慮なくご連絡下さい。

Shan Hong
Vice President



CHINA RE

华泰保险经纪有限公司

HUATAI INSURANCE AGENCY & CONSULTANT SERVICE LTD.

Circular Ref No.: PNI1304

Date: 29 Nov 2013

Dear Sir/Madam,

Subject: Update on Expanding of Local Fishery Farms Which Brings Danger to Safe Navigation of Vessels at Lanshan port, China

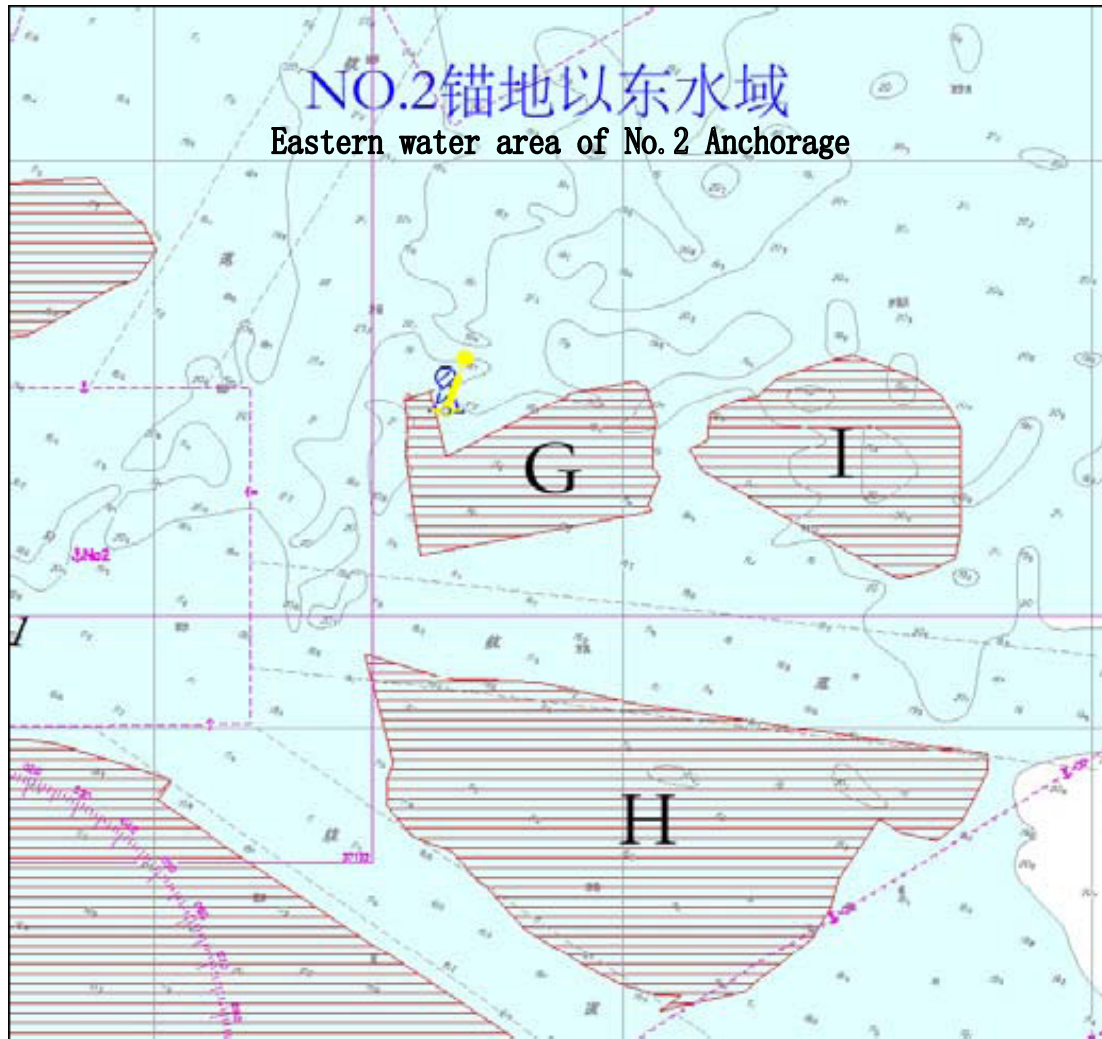
(This circular is prepared by Huatai Insurance Agency & Consultant Service Ltd., Qingdao Branch)

Reference is made to our circular (Ref No.: PNI1202) dated 5th Sep.2012 on expanding of local fishery farms around Lanshan port in China. More than one year has passed and there have been some developments on this issue which we would like to update for your kind reference.

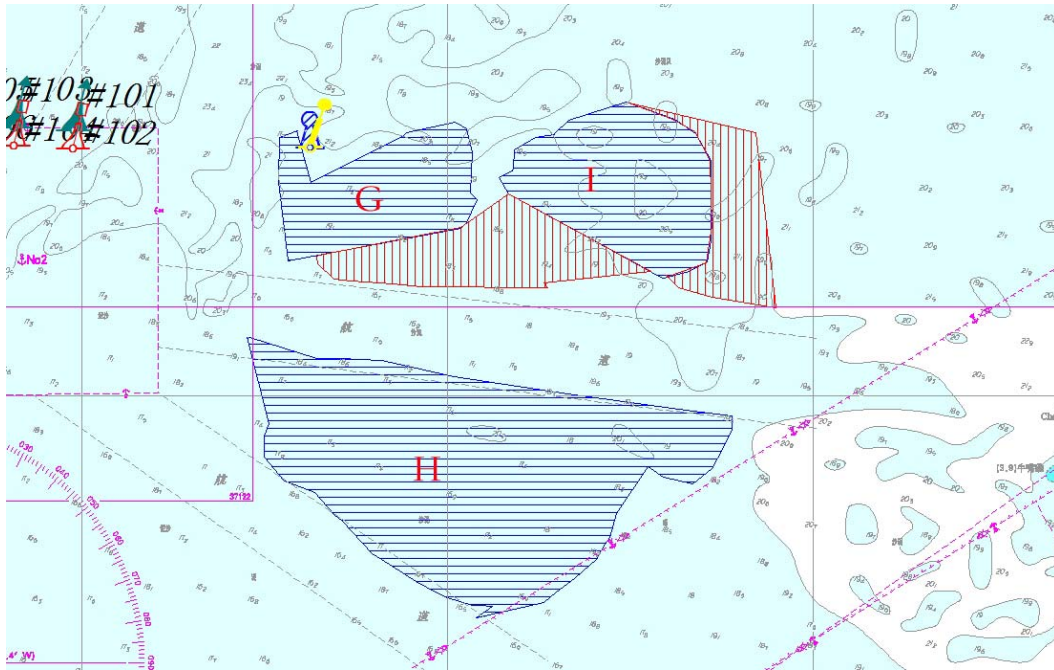
1. Current Situation of Local Fishery Farms around Lanshan Port

Recently Huatai Qingdao office has communicated with Rizhao Maritime Safety Administration (Rizhao MSA) and relevant government authorities regarding the latest situation of local fishery farms at Lanshan port and has obtained the following information:

In April 2013, Rizhao MSA arranged to inspect more than 1400 square km water area and sampled over 300 point locations to check and measure the positions of fishery farms and netting gears around Lanshan port. According to Rizhao MSA's on-site investigation, compared with the past months, though the area of fishery farms was not obviously enlarged, the amount of netting gears increased a lot. Please note the below sketch for your reference:



On 9th June 2013, after measuring the fishing farms east to the No. 2 anchorage at Lanshan, Rizhao MSA found the area of fishery farms, the major breed being mussel was expanding southward and eastward. The southern boundary, which is around 11,000 meters long, is only 110 meters to 545meters away from the eastbound and westbound navigation channel. Please note the below sketch for your reference.



The blue cross hatching part shows the area of fishing farms investigated in April. The red vertical hatching part shows the newly expanded area found in June. The specific positions of southern boundary that may influence navigation are as follows:

- | | |
|---------------------------------|---------------------------------|
| ①35° 01. '751N, 119°38. ' 283E; | ②35°01 ' .469 N,119°38 ' .213E; |
| ③35°01 ' .314N,119°38. ' 439E; | ④35°01 ' .273N, 119° 38' .749E; |
| ⑤35°01'. 230 N,119°39'.422E; | ⑥35°01 ' .230 N,119°39 ' .634E; |
| ⑦35°01 ' .221 N,119°40 ' .134E; | ⑧35°01 ' .208N,119°41' .408 E; |
| ⑨35°01 ' .249N,119°41' .341 E; | ⑩35°03 ' .408N,119°42' .916 E; |
| ⑪35°01 ' .217N,119°43' .163E; | ⑫35°01 ' .100N,119°43' .662 E; |
| ⑬35°00 ' .987N,119°44' .500 E. | |

Remarks:

Because MSA cannot conduct on-site investigation of fishery farms frequently which involves considerable manpower and resources, and also due to the fact that there are some local fishery farmers who don't have fishery licenses or who may farm out of their licensed scope, the actual situation which is constantly changing can differ somewhat from the above sketch.

2. Causes of the Problem and Efforts that Have been Made

Earlier this month, Huatai Qingdao paid a visit to Rizhao MSA and VTS command center. As per our discussion with Rizhao MSA, we obtained the following information:

(1) Though both officially approved by relevant authorities, the boundary of

Lanshan port in Shandong Province and that of Lianyungang port in Jiangsu Province overlapped at some parts, which caused heated disputes between the two ports.

(2) Under such circumstances, the relevant authorities failed to draw a clear line between the sea areas governed by Shandong Province and Jiangsu Province respectively. Subsequently, quite a few fishery farms near the entrance of Lanshan port were approved by Jiangsu Province authorities, which caused serious problems to the navigation safety of vessels calling Lanshan and resulted in frequent accidents of vessels unknowingly entering fishing farms.

(3) We were advised that Rizhao Municipal Government has lodged an official report to upper authorities on the above situations, but no immediate progress has been known up to now.

(4) The large number of fishery farms near Lanshan port entrance has drawn great attention from Rizhao MSA. When visiting Rizhao MSA VTS Command Center, we found that the latest locations of fishery farms were marked on the radar screen and continuous watch was maintained. Meantime, the VTS Command Center has arranged many operators on duty to assist vessel's navigation when vessels are entering into and departing from Lanshan port.

In the meantime, with the wide reporting on the frequent fishing farm claims around Lanshan port in 2012 which includes Huatai circular PNI1202, we have witnessed a significant reduction in number of accidents of vessels entering into fishery farms at Lanshan in 2013. According to the statistics of MSA, there were around 100 reported accidents of this nature from June to December 2012, whilst the number reduced to around 20 from January to October 2013.

3. Recommendations on Safe Navigation

In order that claims of this kind will be further reduced, we recommend as follows for your reference:

(1) When entering into and departing from Lanshan port, vessels are recommended to follow the recommended navigation channel.

(2) It is recommended that vessels which depart from Lanshan port in new channels do not deviate from recommended channel unless necessary, especially in consideration of the dangers that will be caused by leaving the channel early before buoy No. 103. Attention should also be paid to the limited breadth when avoiding another vessel.

(3) Unless necessary, vessels should avoid crossing the area composed by the extension line of No.129 buoy (VF) and No.343 buoy (VF), the extension line of 300,000mts channel, the extension line of 101 buoy and 314 buoy and the extension line of new channel.

(4) It is recommended that vessels do not cross the intermediate zone between G fishery farms area and I fishery farms area as shown in the above sketch.

(5) Vessels are suggested to report their dynamic information to VTS before sailing to the new channel entrance so that VTS can provide assistance to safe navigation.

(6) It is very important to sail cautiously when entering into and departing from Lanshan port. If vessel has unfortunately broken into any fishery farms at Lanshan, the master is recommended to report to Owners, P&I Club immediately. Huatai Qingdao can also be contacted at the following details in order that timely and necessary assistance can be obtained:

Huatai Insurance Agency & Consultant Service Ltd., Qingdao Branch

Tel: 86 532 8502 1883

Fax: 86 532 8502 3828

Duty Mobile: 86 186 5328 9883

Email: qingdao@huatai-serv.com

We hope the above is of assistance. Should you have any query, please do not hesitate to contact us.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'Shan Hong', with a horizontal line extending to the right.

Shan Hong
Vice President

中国 Lanshan 港 - 養殖場の拡張が付近航行船舶に及ぼす危険性について—追加情報

(この回章は Huatai Insurance Agency & Consultant Service Ltd. Qingdao Office により作成されました。)

2013 年 11 月 29 日付 Huatai Qingdao Office 発行の回章 No.:PNI1304 について、養殖場のより正確な位置につきいくつか問い合わせがありました。また、本年 12 月上旬以降、現地 TVS は Lanshan 港に寄港する船舶に対して新航路の使用を推奨する傾向が高まっています。このため、本件の最新情報として本回章を発行します。

1. Lanshan 港付近の養殖場の位置

養殖場の正確な位置は不明ですが、2013 年 1 月～11 月の養殖場損傷ケース、そして現地養殖業者に対する調査の結果、養殖場の現在の位置は以下の略図の通り、拡張しているものと推測されます。

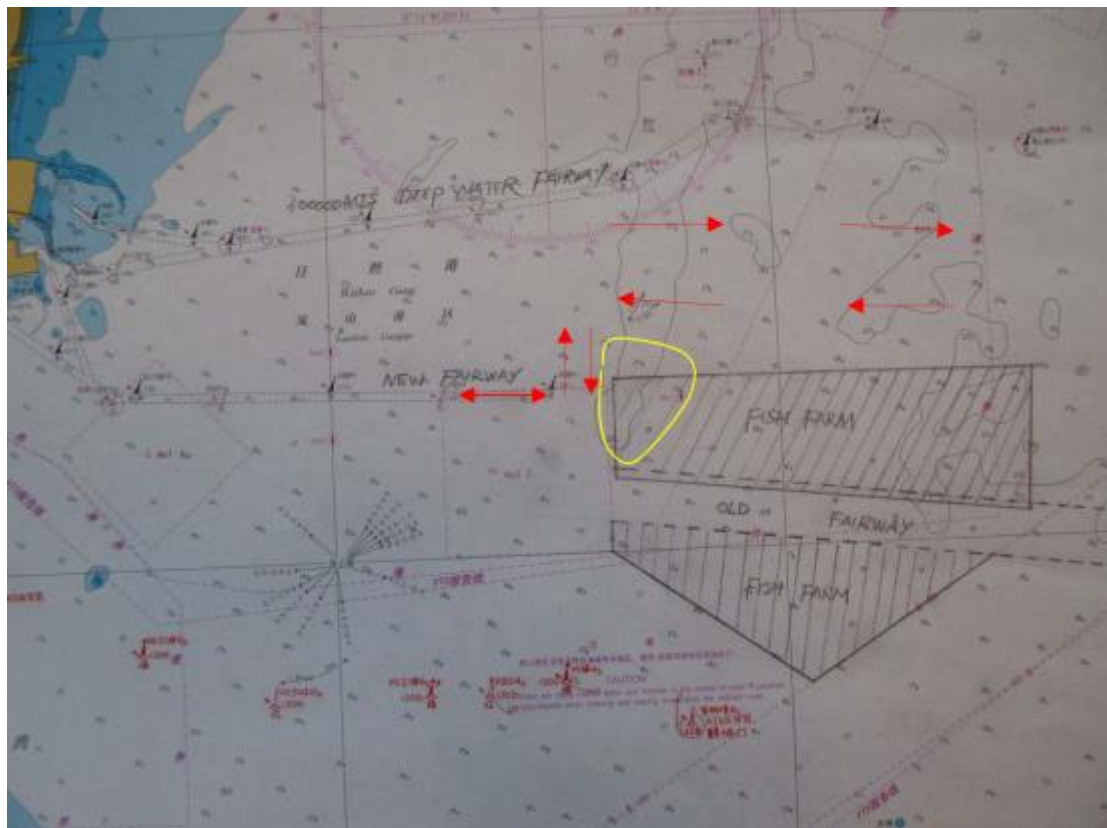
- a. Lat. 35-03.2N / Long. 119-36.3E
- b. Lat. 35-03.2N / Long. 119-45.8E
- c. Lat. 35-00.5N / Long. 119-45.6E
- d. Lat. 35-01.3N / Long. 119-36.3E
- e. Lat. 35-00.0N / Long. 119-36.0E
- f. Lat. 34-59.2N / Long. 119-36.0E
- g. Lat. 34-57.4N / Long. 119-40.6E
- h. Lat. 34-59.6N / Long. 119-44.6E



3. 安全な航行のための推奨事項

上記の最新情報を考慮し、以下のとおり推奨いたします。

- 1) 過去数カ月のクレーム発生状況をみると、旧航路の両側及び No.2 錨地の東側で養殖場関連のクレームが最も多く発生していることが明らかであり、付近航行船舶はこれらの海域では特に注意して航行すること。
- 2) Lanshan 港に寄港する際は、新航路に近づく数海里手前の時点で Lanshan VTS に寄港する旨を報告し、必ず VTS の指示に従って航行すること。
- 3) MSA が新航路を導入し、新たな航海ルート推奨ようになった現在では、養殖場の北西部分（下記略図の円で囲った箇所）が Lanshan 港に寄港する上で最も危険なエリアとなるため、No.2 錨地に養殖場の北側から入る船舶及び新航路を通して出航する船舶は特に注意すること。



- 4) 一般的に、Lat.35-03.2N の北側及び Long.119-36.04E の西側の海域は比較的安全であるため、同海域の航行が推奨される。
- 5) 以下の連絡先で Huatai Qingdao にアシストを求めることができます。
Huatai Insurance Agency & Consultant Service Ltd., Qingdao Branch
Tel: 86 532 8502 1883
Fax: 86 532 8502 3828
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Email: qingdao@huatai-serv.com

何か質問がございましたら、遠慮なくご連絡下さい。

Shan Hong
Vice President



CHINA RE

华泰保险经纪有限公司

HUATAI INSURANCE AGENCY & CONSULTANT SERVICE LTD.

Circular Ref No.: PNI1305

Date: 13 Dec 2013

Dear Sir/Madam,

Subject: Update on Expanding of Local Fishery Farms Which Brings Danger to Safe Navigation of Vessels at Lanshan port, China ---- Follow-up Advice

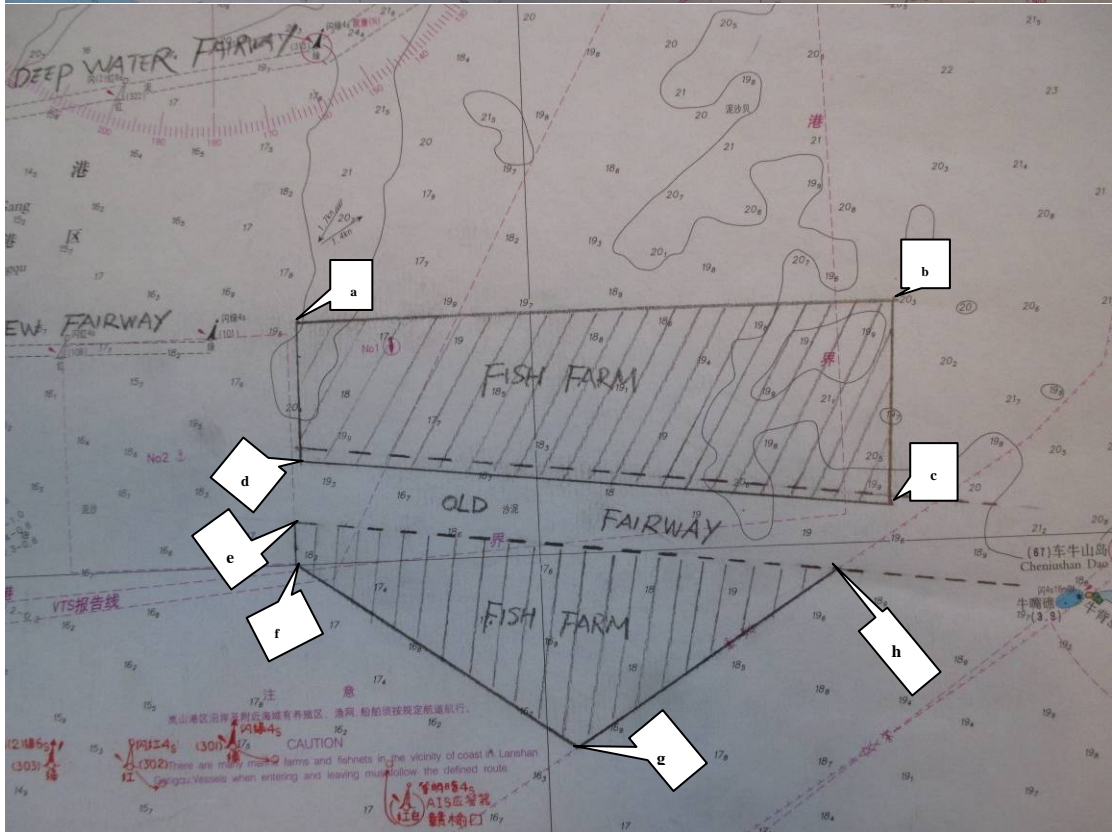
We refer to our circular (Ref No.: PNI1304) dated 29 Nov 2013, following which we have received quite a few queries regarding more accurate positions of the fishing farms. In the meantime, we are also given to understand that since early Dec local VTS also started to become inclined to guide vessels calling Lanshan port to sail through a new navigation route. In order to keep our readers abreast of the most recent development, we produce this follow-up circular for your kind reference.

1. The Current Boundary of the Fishing Farms around Lanshan

Although the official exact boundary of fishery farms is unavailable to us, according to our experiences of handling fishery farm damages cases during the past several months (Jun ~ Nov 2013) and our recent enquires with the local fishery farmers, the current boundary of the fishery farms is prudently estimated to have expanded as per below sketch for your reference only:

Position list:

- a. Lat. 35-03.2N / Long. 119-36.3E
- b. Lat. 35-03.2N / Long. 119-45.8E
- c. Lat. 35-00.5N / Long. 119-45.6E
- d. Lat. 35-01.3N / Long. 119-36.3E
- e. Lat. 35-00.0N / Long. 119-36.0E
- f. Lat. 34-59.2N / Long. 119-36.0E
- g. Lat. 34-57.4N / Long. 119-40.6E
- h. Lat. 34-59.6N / Long. 119-44.6E

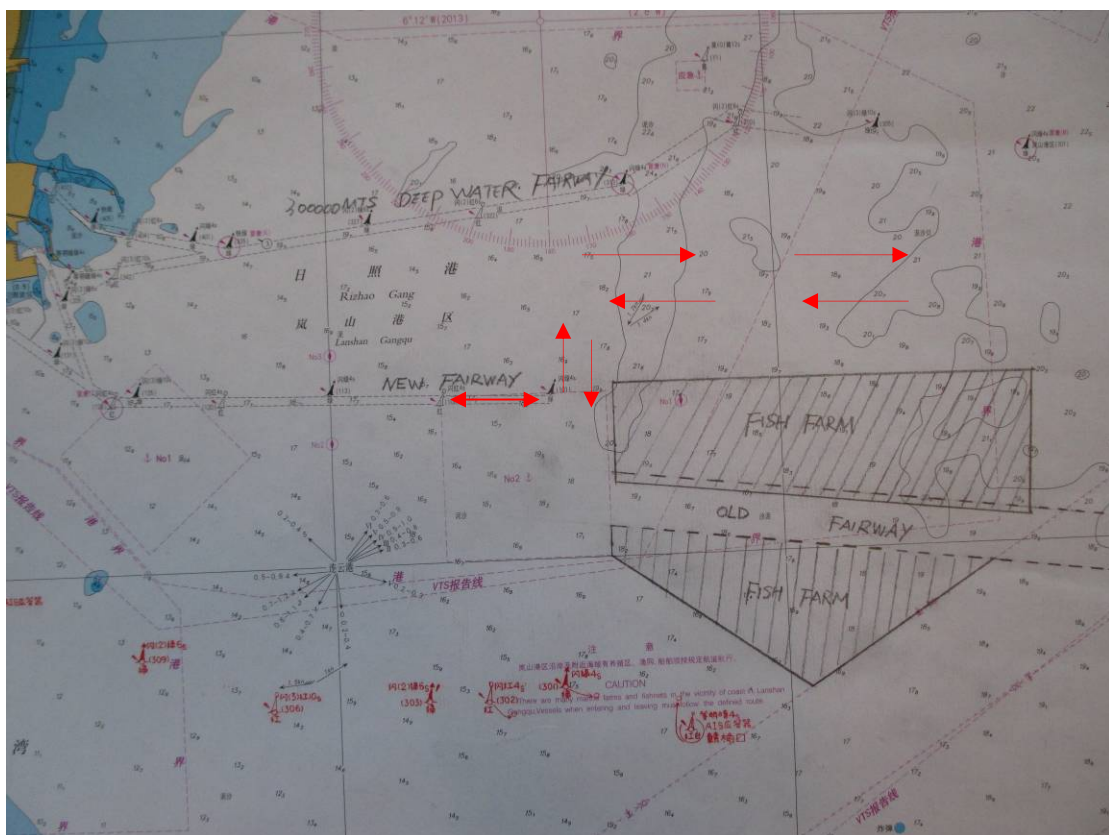


Fishery Farm Areas

2. The Latest Development Related to Navigation Routes

In light that the old recommended fairway is to the east of Anchorage No.2 and there are large quantity of fishery farms on both sides of the old fairway, MSA recently started to become inclined to recommend that, instead of entering into Lanshan port through the old fairway, vessels had better sail to anchorage No. 2 through the waters northern to the fishery farms area, in addition, MSA strongly suggests vessels calling Lanshan port keep close communication with VTS and proceed as per VTS's guidance.

For your easy understanding, we have drafted a sketch as follows to illustrate the situation:

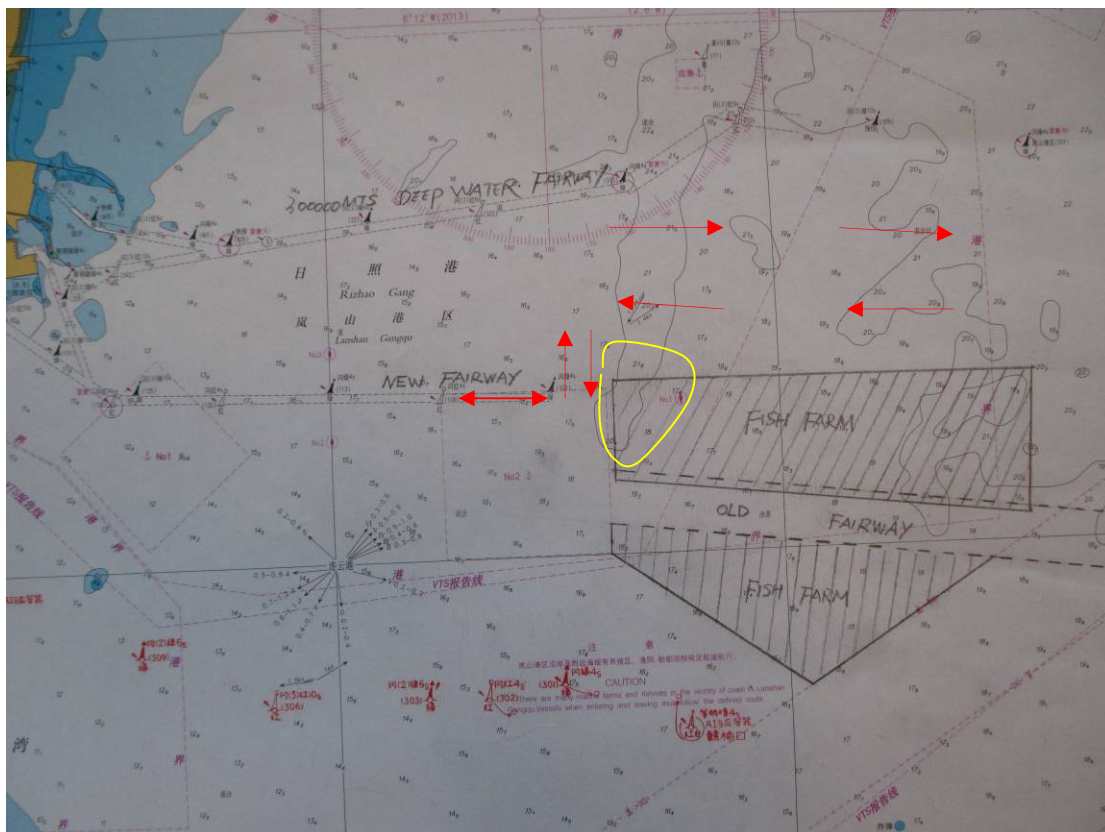


3. Revised Recommendations on Safe Navigation

In view of the aforementioned most recent development, we hereby provide our updated recommendations as follows for your reference:

- 1) The fish farms on both sides of the old fairway and east of the anchorage No.2 are the most frequent locations where fishery farm claims occur according to our observations in the past months, which vessels should pay special attention to when sailing in the nearby area.

- 2) It is suggested that the vessels calling Lanshan port report to VTS several miles before her arrival at the east end of the new channel and strictly follow the guide of Lanshan VTS.
- 3) Since MSA recently adopted the new fairway and suggested new navigation route, the North-West part (marked with yellow line in below sketch) of the fishery farms now became the most dangerous place for ships calling Lanshan port, hence, it is recommended that the ships should pay particular attention when the inbound ships enter anchorage No.2 from the north of fishing farms or the outbound ships leave the new fairway.



- 4) Generally speaking, the navigational waters north of Lat.35-03.2N and west of Long.119-36.04E is relatively safe, hence, it is recommended that this ships had better navigate in the above waters.
- 5) Assistance can always be sought by contacting our Qingdao office at the following details:

Huatai Insurance Agency & Consultant Service Ltd., Qingdao Branch
Tel: 86 532 8502 1883
Fax: 86 532 8502 3828
Duty Mobile: 86 186 5328 9883
Email: qingdao@huatai-serv.com

We hope the above is of assistance. Should you have any query, please do not hesitate to contact us.

Sincerely yours,

A handwritten signature in black ink that reads "Shan Hong". The signature is written in a cursive style with a long, sweeping horizontal stroke at the bottom.

Shan Hong
Vice President