

# JAPAN P&I NEWS

No.753-15/07/31

To the Members

Dear Sirs,

**China MSA Announces Ship Routing System and Ship Reporting System at Xiamen Port**

We have obtained information about China MSA Announces Ship Routing System and Ship Reporting System at Xiamen Port from our correspondents, Huatai Insurance Agency & Consultant Service Ltd. Please find attached their Circular.

We hope it will be of help to you with regard to the safe voyaging.

Yours faithfully,

**The Japan Ship Owners' Mutual Protection & Indemnity Association**

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CHINA RE

# 华泰保险经纪有限公司

HUATAI INSURANCE AGENCY & CONSULTANT SERVICE LTD.

**Circular Ref No.: PNI1505**

Date: 14 July 2015

Dear Sir or Madam,

**Subject: China MSA Announces Ship Routing System and Ship Reporting System at Xiamen Port  
(This circular is prepared by Huatai Xiamen office)**

In order to regulate navigation order, promote traffic efficiency and ensure navigation safety in Xiamen water area, China MSA has recently issued an announcement on implementation of Ship Routing System and Ship Reporting System in Xiamen Water Area, which has taken effect since July 1, 2015.

According to the Ship Routing System in Xiamen Water Area, ships of DWT 50,000 and above, or ships of draft over 12.5 meters should use the deep-water route to enter into and depart from Xiamen port. The deep-water route is the fairway between point A (24 ° 12 '19.06"N, 118 ° 17'38, 66" E) and point C (24 ° 19 '42.16"N, 118 ° 10'59.24"E) in the main channel of Xiamen Port. The width of the fairway is 450 meters, depth datum is -15.0 meters and the overall length of fairway is 9.56 miles. The deep-water route is considered as the "highway" of Xiamen Port, which is expected to increase navigation safety of important ships, reduce the time needed for ships' inward and outward sailing at Xiamen Port, minimize maritime accident, raise traffic efficiency and improve the navigation order.

In the meantime, as per the Ship Reporting System in Xiamen Water Area, 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, Overall Length and Gross Tonnage as well as other required information to Xiamen VTS at the Southeast report line, west report line, Jiujiejiao report point and Tuyu report point respectively. All the foreign ships should comply with the reporting system. Any ships violating the rules of the routing system may be subject to administrative penalty or other administrative compulsory measures by maritime safety administration in accordance with relevant laws and regulations.

For more information, please see our free translation of the 2015-No.1 Announcement of China MSA on the subject matter for your reference.

You may also contact our Xiamen office directly at the following details in case of any further query:

**Attn: Ms. Tracy Zheng/Ms. Lina Gao/Mr. Dongyao Huang**

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**Duty Mobile: 86 150 6077 2037**

Hope the above is of assistance.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Shan Hong", with a long horizontal flourish extending to the right.

Shan Hong  
Vice President

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

# **Announcement**

**(2015-No.1)**

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

This is announce that, in order to maintain the navigation sequence in Xiamen water area, raise the traffic efficiency and ensure the navigation safety, *Ship Routing System in Xiamen Water Area* and *Ship Reporting System in Xiamen Water Area* now are approved and issued, put in force in 01 July 2015. The relevant regulations on navigation safety will be issued by Fujian Maritime Safety Administration separately.

All ships navigating in the applicable water area must strictly comply with *Ship Routing System in Xiamen Water Area* and *Ship Reporting System in Xiamen Water*, and follow the local maritime administration's supervision.

***Attachments:***

- 1. Ship Routing System in Xiamen Water Area**
- 2. Ship Reporting System in Xiamen Water Area**
- 3. Sketch of Ship Routing System in Xiamen Water Area**

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

**(Stamp)**

**29 April 2015**

## **Attachment I**

### **Ship Routing System in Xiamen Water Area**

#### **Referenced charts:**

Nautical Charts published by The Navigation Guarantee Department of Chinese Navy Headquarters: No. 14240, No. 14249 and No. 14291.

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

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

#### **1. Deep-water route**

The fairway between A'point to C point in the main channel of Xiamen Port composes of the line connecting two points: (1) A'point:  $24^{\circ} 12' 19.06''\text{N}$ ,  $118^{\circ} 17' 38, 66'' \text{E}$  (2) C point:  $24^{\circ} 19' 42.16''\text{N}$ ,  $118^{\circ} 10' 59.24''\text{E}$ , the width of the fairway is 450 meters, depth datum is - 15.0 meters and the overall length of fairway is 9.56 miles.

#### **2. Precautionary area**

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 miles from geographical position  $24^{\circ} 11' 40.12.00''\text{N}$ ,  $118^{\circ} 18' 06.41''\text{E}$ .

2.2 The second precautionary area is set at the B point of the main channel of Xiamen Port, the water area of the circle with radius of 0.5 miles from geographical position  $24^{\circ} 15' 17.65''\text{N}$ ,  $118^{\circ} 11' 03.14''\text{E}$ .

2.3 The third precautionary area is set at the C point of the main channel

of Xiamen Port, composes of the area connecting the below six geographical positions:

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. Special regulation**

3.1 The ship of DWT 50,000 or above, or the draft is more than 12.5 meters should use the deep-water route to inward or outward Xiamen Port area, the ship should exhibit the signals or shapes of draught-constrained ship according to the 《Convention on the International Regulations for Preventing Collisions at Sea, 1972》 .

The other ships may use the deep-water route to inward or outward Xiamen Port area if they do not affect the foresaid ships which should only use the deep-water route, but these ships should also obey the Xiamen VTS Center's traffic organization.

3.2 All the ships using the deep-water route and having one of the following situations, not only should report to Xiamen VTS Center according to the *Detailed Rules of Safety Management of Fujian Maritime Safety Administration Ship Traffic Service System*, but also should report the ship movement to Xiamen VTS Center:

- A. Intend to inward Xiamen Port via the deep-water route, while ship arrives at the report line or weigh up anchor.
- B. Intend to outward Xiamen Port via the deep-water route, while ship passes the Jiujiejiao Report Point.
- C. Intend to overtake others ships in the deep-water route.

3.3 A ship should try to avoid to cross the deep-water route, if the ship is forced to cross, the ship should report the ship movement to the surrounding ships, the ship should avoid to affect the safety of ships which should only use the deep-water route, the ship should try to cross the ships in the deep-water route by a right angle and should take substantial action to keep well clear from the ships in the deep-water route.

3.4 A ship sailing in the precautionary area, should navigate with particular caution, enforce the watching, clearly show ship movement or intention. A ship overtaking any other ship in the deep-water route should be agreed by the ship being overtaken, and overtake by the port side of the ship being overtaken.

3.5 If a ship needs to drop anchor while the ship is not under command, to sink or encounter other emergencies, the ship should keep out of the channel and report it to Xiamen VTS Center immediately.

3.6 Fishing, sand excavation or anchoring, etc is prohibited in the water area of routing system. The ship should anchor at the published anchorage.

3.7 Ship is forbidden to have the stopping distance test, turning-circle test or other actions which might affect safety of other ships in the water area of deep-water route or within 2 miles from the route's both sides.

3.8 A ship not to use the water area of routing system should be far away from this area.

3.9 Any ships violating the rules of the routing system shall accept the administrative penalty or other administrative compulsory measures by maritime administration in accordance with relevant laws.



## **Attachment II**

### **Ship Reporting System in Xiamen Water Area**

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

The reporting system is compulsory reporting system, the applicable ships are the ship which use the routing system and have the one of the following situation:

- 1.1 Ships in foreign nationality.
- 1.2 Chinese ships of 300 GT 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 towing operation.
- 1.6 Other ships volunteer to make position report.

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

2.1 Applicable geographical area is Xiamen water area.

2.2 Referenced charts:

Nautical Charts published by The Navigation Guarantee Department of Chinese Navy Headquarters: No. 14240, No. 14249 and No. 14291.

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

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

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 report

A Ship's name, Call Sign and IMO code (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 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 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 Report line and report point

3.3.1 Southeast report line: the part of the circle with radius of 12 miles and bearing  $055^{\circ}$  -  $230^{\circ}$  from Zhenhaijiao lighthouse.

3.3.2 West report line: The line from north bank of Jiulongjiang River,

going southward along longitude 117°58'.0E to latitude 24°26'.0N, then turning eastward to longitude 118°00'.0E and then southward to connect with the south bank of Jiulongjiang River.

3.3.3 Jiujiiejiao report point: Abeam of Jiujiiejiao Light beacon.

3.3.4 Tuyu report point: Abeam of Tuyu Island.

#### **4. Other requirement of reporting**

4.1 All the ships using the deep-water route and having one of the following situations, not only should report to Xiamen VTS Center according to the Detailed Rules of Safety Management of Fujian Maritime Safety Administration Ship Traffic Service System, but also should report the ship movement to Xiamen VTS Center:

- A. Intend to inward Xiamen Port via the deep-water route, while ship arrives at the report line or weigh up anchor.
- B. Intend to outward Xiamen Port via the deep-water route, while ship passes the Jiujiiejiao Report Point.
- C. Intend to overtake others ships in the deep-water route.

4.2 If a ship needs to drop anchor while the ship is not under command, to sink or other emergencies, the ship should keep out of the channel and report to Xiamen VTS Center immediately.

4.3 When a ship sail from the reporting water area, should report the ship name and port of next call.

4.4 When 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 to the Administration, and provide with other required related information of the incident.

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

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

5.2 The report accepting authority is Xiamen VTS Center.

## **6. Information provided to ship**

The Xiamen VTS Center provides the applicable ship with information such as ship traffic, adverse weather condition and maritime safety information as appropriate.

## **7. Radio communications channel required for the system and the languages for the Reporting.**

7.1 Calling channel is: VHF 08, Working channels: VHF27 or VHF 28, the spare calling channel is: VHF 16.

7.2 The language used for reports in the system should be Mandarin Chinese or English. The radio communications should follow the format of Standard Marine Communication Phrases.

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

8.1 Xiamen VTS Center is consist of: radar surveillance system, ship management information system (MIS), VHF communication system (VHF), Automatic Identification System (AIS), CCTV system, microwave transmission system, recording and replaying system and aerograph system. The function including: data collection, data evaluation and processing, information service, traffic organization service, navigational assistance service and allied services.

8.2 Xiamen VTS Center maintains 24-hours listening watch.

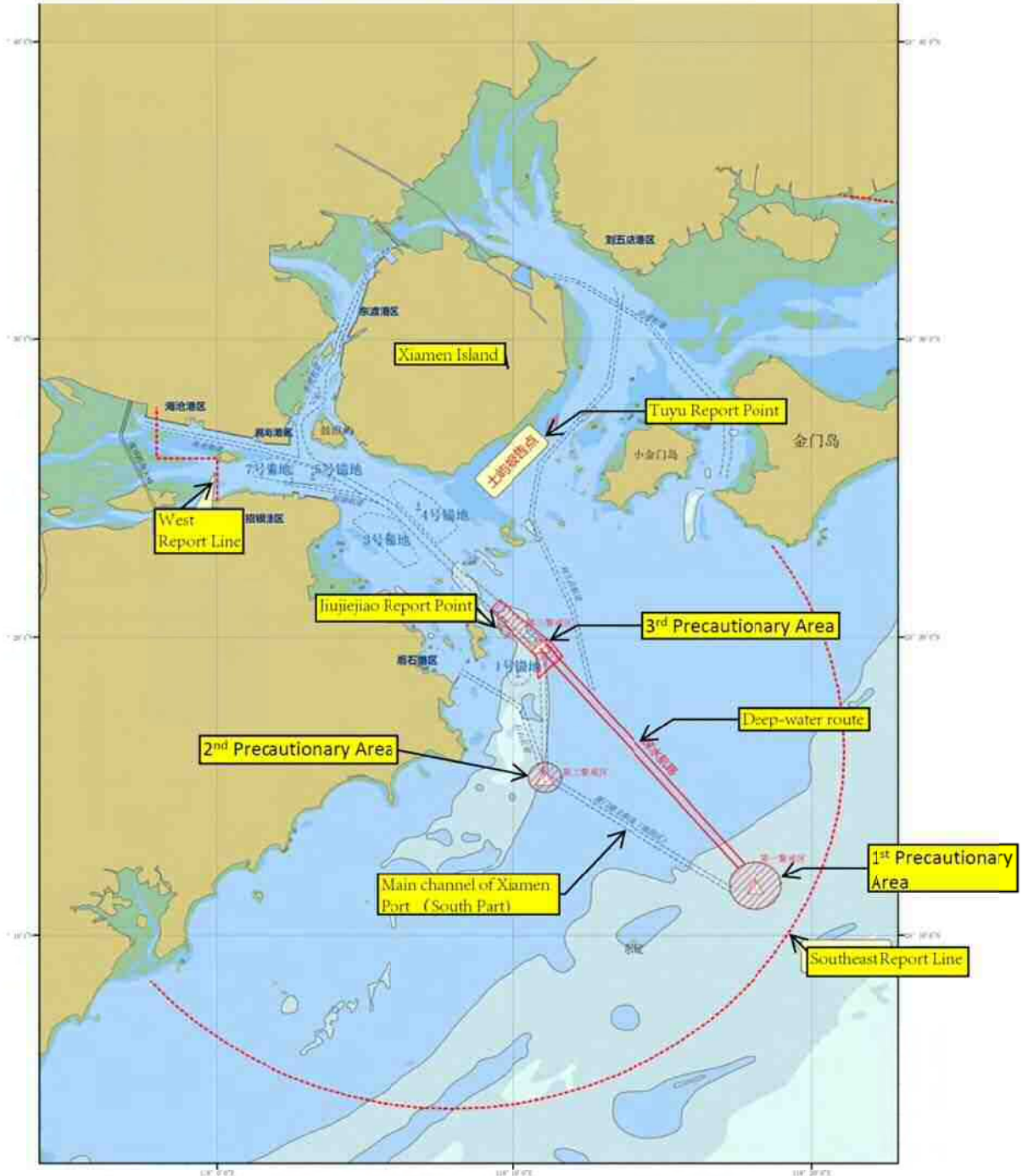
## **9. Special regulations**

Any ship violating rules of the reporting system shall be punished by the maritime administration in accordance with relevant laws and regulations.

Attachment III

附件 3 ← Attachment III

厦门水域船舶定线制示意图 (一) ← Sketch I of Ship Routing System in Xiamen Water Area



## 厦门水域船舶定线制示意图（二）

Sketch II of Ship Routing System in Xiamen Water Area

