

# JAPAN P&I NEWS

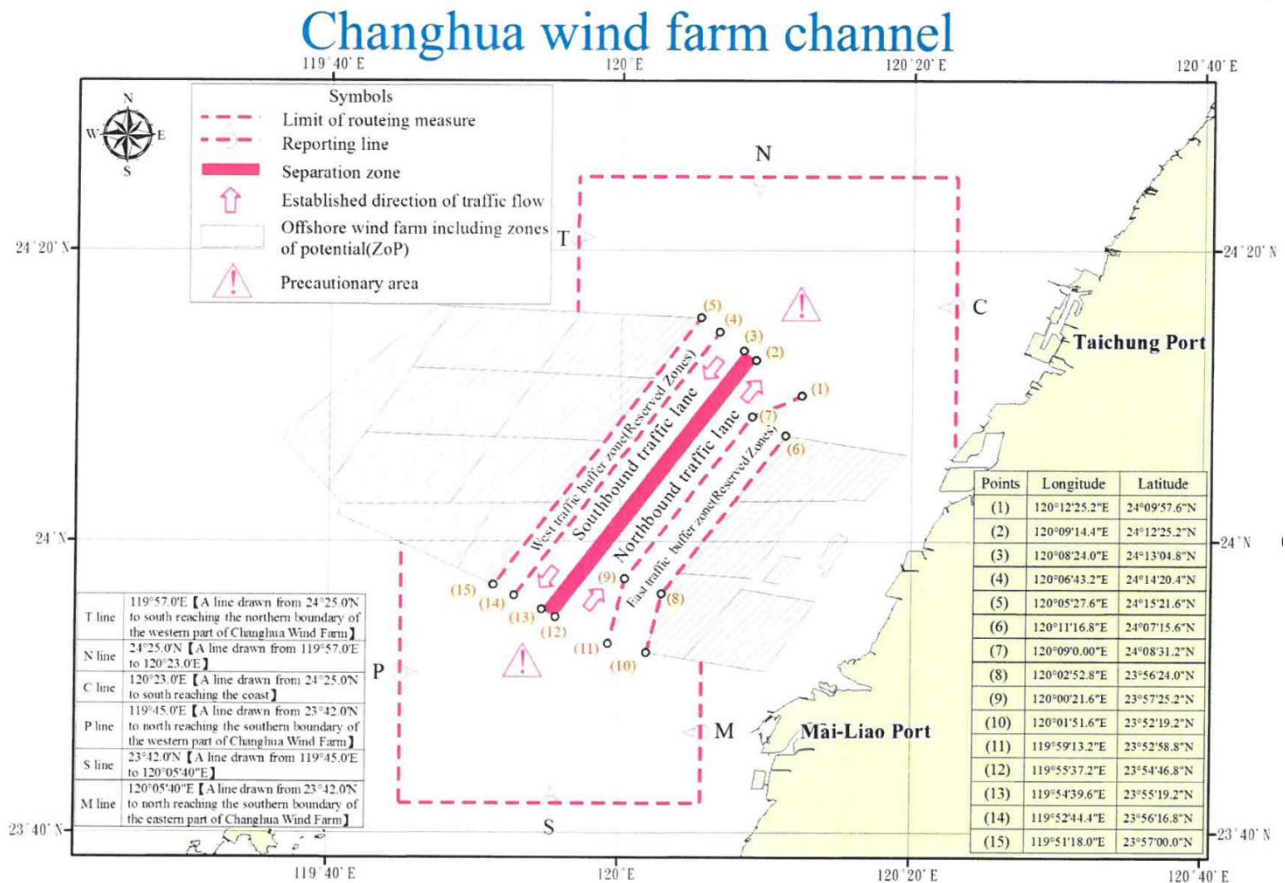
To the Members

## Taiwan—New Stipulations for Changhua Offshore Wind Farm

We have received the following information from our local correspondent in Taiwan, Taiwan Maritime Services Ltd.

To ensure the navigation safety in Changhua Offshore Wind Farm located off Taichung and Mailiao port, Taiwan, new stipulations in the Pre-Arrival Notification (PAN) are to be enforced from 26 October 2021. All ships due to pass through the designated areas will be required to comply with the regulations including submission of a pre-arrival notice in the provided form to the authority, failing which fines up to NTD500,000 may be imposed.

Please refer to the location of The Changhua Wind Farm as shown in the below diagram provided by the local correspondent.



For further details, please refer to the attached notice issued by the local correspondent.

Yours faithfully,

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

Attachment: New Rules for Ships Passing Changhua Wind Farm off Taiwan

## **New Request of Pre-Arrival Notice to Port Authority for All Vessels Passing Changhua Wind Farm Channel, Taiwan after 26 October 2021**

To ensure the navigational safety and efficiency in Changhua Wind Farm off Taiwan, all vessels estimated to pass through the Changhua offshore areas after 26 October 2021 are requested to issue a pre-arrival notice to Marine Port Bureau in advance. Failure to do so is subject to an administrative fine up to NTD500,000 in accordance with Articles 9 and 10 of Taiwan Aids to Navigation Act.

Following is the general information about the new stipulations in respect of the Pre-Arrival Notification (PAN) that we have collected for shipowners' reference.

### **Where is geographic location of the Changhua Offshore Wind Farm Channel of Taiwan?**

The Wind Farm is generally located within the area between south of Taichung Port and the north of Mailiao Port.

The detailed locations of traffic lanes and reporting lines are provided in the attachment for shipowners' easy reference.

Two dotted lines in red are set up at the both borders. When vessels reach the said lines report upon arrival and entry of the Wind Farm Channel should be submitted.

### **Who shall make the Pre-Arrival Notification Form (PAN) to Maritime Port Bureau Taiwan? When shall it be made?**

Except for military vessels, Taiwan government ships and Taiwan flagged fishing boats, all other vessels are required to declare vessels' arrival 8 hours before entering the Changhua Wind Farm Channel. The Pre-Arrival Notification Form (PAN) shall be filled in and submitted to port authority, Maritime Port Bureau through email [owfvts@motcmpb.gov.tw](mailto:owfvts@motcmpb.gov.tw). The form is also attached hereafter for shipowners' easy reference.

The port authority shall acknowledge the "*Pre-Arrival Notification received*" to the ship. However, in the event that the vessel does not receive the aforesaid confirmation from port authority by 4 hours before arrival the Channel, the vessel needs to re-submit the Pre-Arrival Notification Form again. On the occasion where the vessel's estimated

arrival time is delayed for 4 hours or more, it is also necessary to re-submit the Pre-Arrival Notification Form to authority.

**Pre-Arrival Notification Form requests Ship to provide salvage contractor's contact details. Is it essential to bind a salvage contract with salvor in advance?**

Up to date, there has been no specific regulation that demands shipowners to contract a salvor in advance. However, for the sake of good order, it is suggested that shipowners may have a verbal consent from a salvor to put it on standby for any urgent response to marine casualties within the Wind Farm. The authority would like the applicant shipowners to insert the name of salvor and the 24-hours contact number for liaison on the PAN form.

With respect to salvor selection, it is same that the authority has yet to lay down the criteria of the salvors for the emergent response. Domestic and international salvage companies are eligible to be the selected providers.

Maritime Port Bureau may come up with some criteria of the salvor qualification in the future, and we will monitor the stipulations from time to time. Any change of the regulation will be updated to shipowners for proper preparation.

**What shall the vessel do upon her arrival of Wind Farm Channel?**

Vessels are to report their arrival to Changhua VTS through the designated communication channel (VHF channel 68) at the reporting lines, the dotted lines remarked on the map attached.

The vessel should report a) the name of vessel, b) call sign, c) sailing course and speed, d) location including latitude and longitude, and e) other relevant navigational safety information to Changhua VTS.

The authority will verify the vessel in accordance with the Pre-Arrival Notification Form submitted and confirm by *"Entry is permitted"* for the vessel's passage through the Wind Farm Channel.

*For any further inquiry in respect of the Pre-Arrival Notification to pass through Changhua Wind Farm Channel, please kindly contact Taiwan Maritime Services Ltd., as*

the correspondent of P&I Club by email [tmspis@ms1.hinet.net](mailto:tmspis@ms1.hinet.net) or telephone: +886 983 345 693.



## Pre-Arrival Notification Form of Changhua wind farm Channel

Ship's Particular and Contact Details			
IMO No.		Call Sign	
Ship's Name		Ship's Name (in Chinese, if any)	
Gross Tonnage		Type of Ship	
Flag State		MMSI No.	
Length (LOA)		Breadth	
Name of Company with 24hr Contact Details		Company:	
		Title / Name:	
		TEL:	
Name of Agent with 24hr Contact Details		Agent:	
		Title / Name:	
		TEL:	
Name of Salvage Contractor with 24hr Contact Details		Contractor:	
		Title / Name:	
		TEL:	
Voyage Information			
Draft Forward		Draft Aft	
No. of Crew		No. of Passengers	
Destination (Port or Windfarm)		Last port of call	
ETA to the Destined Port Facility/ Windfarm	Date(UTC): yyyy/mm/dd Time(UTC):		
Name/ Class of Cargo		Cargo Laden	
Fuel Oil (R.O.B)		Diesel Oil (R.O.B)	
Ballast on Board		Total No. of people	
Do you have DG Cargo on board? (Especially Class 1 and 7)	(please attach the DG list)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Do you have any Hazardous and/or Potentially Polluting cargo onboard?	(please attach the such cargo list)	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Information related to ChangHua wind farm Channel			
Name and Time of Reporting Line to cross	<input type="checkbox"/> T <input type="checkbox"/> N <input type="checkbox"/> C <input type="checkbox"/> P <input type="checkbox"/> S <input type="checkbox"/> M line Date(UTC): yyyy/mm/dd Time(UTC):		
Any Other Circumstances Related to Navigation Safety and/or Asked to Report to the Authority (Optional)			

# Rules

## Aids to Navigation Act

### ***Article 9***

The following conduct is forbidden for all vessels:

(1) Being tied to an aid to navigation, unless permitted by the shipping administration authority.

(2) **Not taking the announced fairway.**

The following conduct is forbidden for all individuals:

(1) Damaging, removing, climbing up or covering aids to navigations.

(2) Changing the characteristics of aids to navigation.

(3) Using lights or signals that could be mistaken for aids to navigation.

(4) Occupying drifting aids to navigation.

(5) Any other conduct that may affect the functioning of aids to navigation.

### ***Article 10***

**Where a vessel violates Item II of Paragraph I of Article 9 for failing to take the designated fairway, the shipping administration authority shall impose a fine of not less than NT\$100,000 but not more than NT\$500,000 on the owner, charterer, master, his/her deputy in his/her absence, yacht skipper, boat skipper, or his/her deputy in his/her absence.**

For each violation of Item I of Paragraph I of Article 9 or Paragraph II of Article 9, the shipping administration authority will impose a fine of not less than NT\$20,000 but not more than NT\$100,000 on the owner, charterer, master, his/her deputy in his/her absence, yacht skipper, boat skipper, or his/her deputy in his/her absence. In addition, the shipping administration authority may order the violator to make improvements or restorations within a given time limit. For each instance of failure to observe the time limit, the shipping administration authority may impose a fine.