



JAPAN P&I NEWS

外航組合員各位

中国ー主要養魚場の分布状況について

中国のコレスポンデント Huatai Insurance Agency & Consultant Service Ltd.から、中国沿岸の主な養魚場の分布状況についてまとめた情報を入手しましたので、当組合試訳とともにご参考に供します。

以上

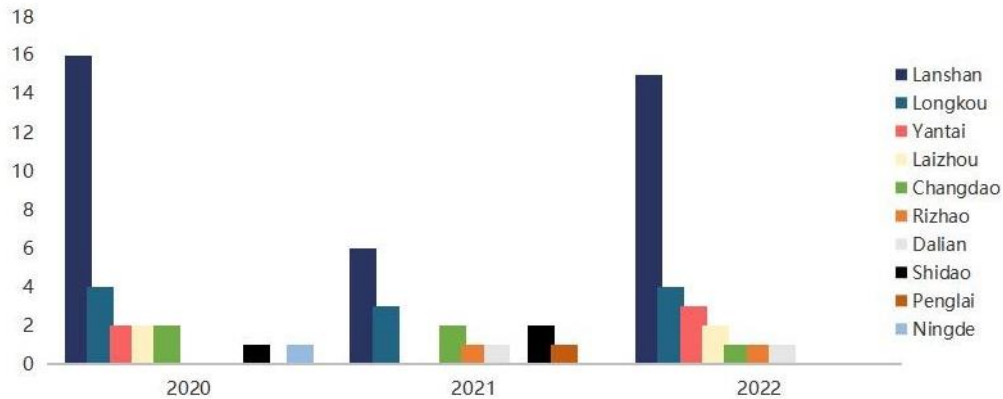
添付資料： Huatai Insurance Agency & Consultant Service Ltd. Circular PNI(2023)04 当組合試訳
(一部抜粋)

Huatai Insurance Agency & Consultant Service Ltd. Circular PNI(2023)04

中国沿岸の主要養魚場の分布状況について（一部抜粋）

養魚場関連の事故件数とその分布（2020～2022年）

下のグラフは、過去3年間（2020～2022年）にHuataiが扱った事案のうち、養魚場への船舶の進入に関わる事故の件数と分布を示したものです。



Dalian と Ningde 以外の港は全て山東省（Shandong）の管轄下にあります。Lanshan 港における事故が最も多く、2021年には6件に減少したものの、2022年で再度15件まで増加しています。

Lanshan 港の養魚場における事故発生件数が多い理由

以下のような要因があると考えられます。

- (1) 他の港と比較してより養魚場の数が多く、分布も広い。
- (2) 養魚場が Rizhao 港、Lanshan 港、Lianyungang 港の交差するエリアにある。商船や漁船の航行環境が複雑であり、他船との衝突や養魚場への進入を避けるための航行可能水域が非常に制限されたものとなっている。
- (3) Huatai Circular や現地代理店により養魚場の分布情報などが案内されているが、それらが海図へ記入されておらず、適切な航海計画が立てられていない。
- (4) これらの水域における多数の養魚場や漁船の存在について、船員の警戒心が不足している。その結果、緊急事態において素早く適切な対応をとることができず、事故発生につながってしまう。
- (5) 夜間や視界の悪い状況で出入港を行い、誤って養魚場に進入してしまう。

事故防止のために

- (1) 養魚場の実際の場所は常に変化しているため、本 Circular 記載の緯度・経度は参考としてご覧ください。
- (2) MSA が推奨する航路がある場合は、そのような推奨航路を注意を払って航行してください。
- (3) 養魚場付近の海域を航行する際は、あらゆる手段を用いて見張りを適切に行い、海上交通センターや水先人と密に連絡を取ってください。さらに、周辺的环境や該当水域が安全であること

- を確認した上で、海上交通センターや水先人の提案に従って航行してください。
- (4) 上記に関わらず、海上交通センターや水先人の情報が必ずしも適当ではない可能性もあります。船長は、提案に従って航行するかどうか責任をもって判断してください。
 - (5) 代理店や本 **Circular** の情報を基に、(電子) 海図に養魚場の位置を記入し、誤って養魚場に入入する事態を防ぐため適切な航海計画を立案してください。
 - (6) スケジュールやその他の状況を考慮した上で、上記の港への夜間または視界不良時の出入港は可能な限り避けてください。
 - (7) 上記の港に出入港する際は、事前に機関と錨の準備を行い、安全な速力を保ち、船橋の人員を増やすなどして船橋と船首甲板の見張りを強化してください。
 - (8) 事故が発生してしまった場合は、できるだけ早く海上交通センター、現地代理店、船舶管理会社に報告してください。

ご不明な点がございましたら、Huatai Beijing (pni.bj@huatai-serv.com)までお気軽にお問い合わせください。

以上



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CIRCULAR

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Circular Ref. No.: PNI[2023]04

Date: 23 May 2023



Summary of the Distribution of Major Fishery Farms along the Coast of China

Dear Sir/Madam,

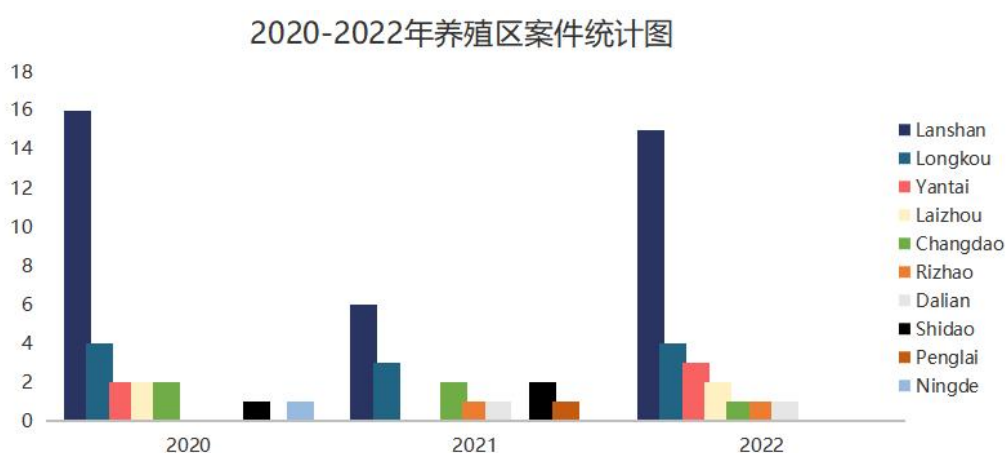
The increase of number of cases in relation to fishery farms along the coast of China in 2022 has attracted great attention from the Club and their Members. At the request of the Club, we are publishing this Circular to update the distribution, characteristics and coordinates of fishery farms along the coast of China and provide loss prevention suggestions for the Club and their Members' reference.

This Circular will supersede all previous Circulars regarding fishery farms issued by Huatai (PNI1508, PNI1706, PNI1813, PNI1903, PNI1906, PNI[2021]10, PNI[2021]13, PNI[2022]09). For the introduction of fishery farms along the coast of

China, the Club/Owners only need to refer to this Circular.

Number and Distribution of Cases Related to Fishery Farms(2020-2022)

The following figure shows the port distribution of cases regarding ships accidentally entering fishery farms handled by Huatai in the past three years (2020-2022).



In the above figure, except for Dalian and Ningde, all other ports are under the jurisdiction of Shandong Province. Lanshan Port remains the port with the highest number of cases, falling to 6 in 2021 but rising to 15 in 2022.

Reasons for the High Incidence of Fishery Farm Claims in Lanshan Port

We opine that the high incidence of such cases in Lanshan Port may be related to the following factors:

- (1) Compared with other ports, the quantity of fishery farms off Lanshan Port is larger and the distribution is wider.
- (2) The fishery farms are located at the junction of Rizhao, Lanshan and

Lianyungang Port. The navigation environment for merchant ships and fishing boats is complex, and the maneuverable water area for merchant ships to avoid collision with other ships and fishery farms is severely restricted.

- (3) Ships have not marked the scope of fishery farms on the Chart according to the Huatai Circular concerning the distribution of fishery farms and the information provided by the agent in order to make a reasonable navigation plan to avoid the area.
- (4) Seafarers are lack of psychological vigilance on the fact that large number of fishery farms and fishing boats exist in these water areas. As the consequence, when emergency situations occur, timely and reasonable measures are not taken to avoid accidents.
- (5) The risk of accidentally entering fishery farms increases when entering or leaving the port during night time or under poor visibility circumstances.

Loss Prevention Suggestions

- (1) Please note that the geographical scope of the fishery farm is changing constantly, and the coordinates of the fishery farm mentioned in this Circular is for reference only.
- (2) If there is a route recommended by the MSA, ships are advised to follow such recommended routes with great caution.
- (3) When sailing in the waters near the fishery farms, ships should use visual, hearing and any other available means to maintain a proper lookout, keep close contact with the vessel traffic service center and pilot station, and consider following their suggestions after confirming that the surrounding environment and target waters are safe.

- (4) Despite the above suggestions, we remind the Master that the resources and information provided by the vessel traffic service center, pilot station, agent, etc. might be inadequate, the Master has the responsibility and absolute right to decide whether to follow the suggestions provided according to his professional judgment.
- (5) It is suggested that the Master, after considering the information provided by the agent and this Circular, plot the geographical scope of the fishery farms on the electronic or paper chart for reference, and develop a comprehensive voyage plan, in order to prevent accidentally entering into the fishery farms.
- (6) Try to avoid entering and leaving the above-mentioned ports during night time or under restricted visibility circumstances as far as practicable in view of the shipping schedule, commercial considerations and other relevant conditions.
- (7) When ships enter or leave the above ports, prepare engine and both anchors in advance, adopt safe speed, take into due consideration of enhancing bridge manpower, posting additional lookouts on the bridge and forecastle.
- (8) In the event of an unfortunate accident relating to fishery farms, please report to the vessel traffic service center, the local agent and the ship management company in time and contact Huatai as soon as possible. Our timely intervention will be more conducive to fixing relevant favorable evidence and safeguarding the rights and interests of Owners.

Attachments: Distribution and Coordinates of Fishery Farms

1. Distribution of Fishery Farms along the Coast of Shandong Province

- 1.1. Fishery Farms off Laizhou Port
- 1.2. Fishery Farms off Yantai Port
- 1.3. Fishery Farms off Longkou Port
- 1.4. Fishery Farms off Penglai Port
- 1.5. Fishery Farms off Lanshan Port

2. Distribution of Fishery Farms along the Coast of Liaoning Province

- 2.1. Fishery Farms off Dalian Port

3. Distribution of Fishery Farms along the Coast of Fujian Province

- 3.1. Fishery Farms near Ningde
- 3.2. Fishery Farms near Nanri Island

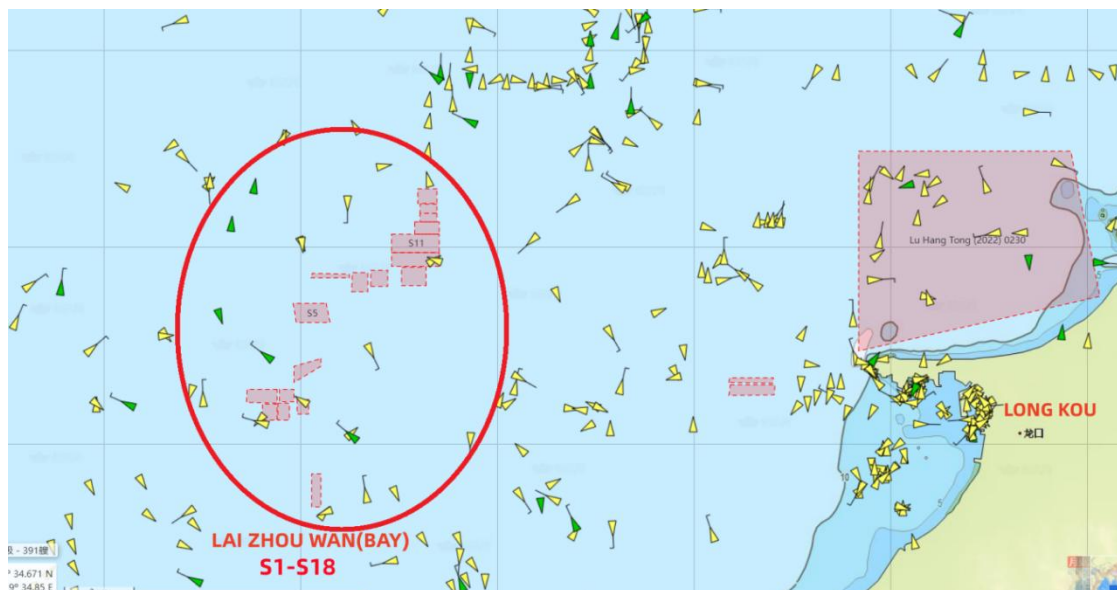
4. Distribution of Fishery Farms along the Coast of Hebei Province

- 4.1 Fishery Farms off Jingtang Port and Qinhuangdao Port
- 4.2 Fishery Farms off Huanghua Port

1. Distribution of Fishery Farms along the Coast of Shandong Province



1.1 Fishery Farms off Laizhou Port



Area S1:

1. 37°39.267'N 119°41.152'E
2. 37°39.266'N 119°40.350'E
3. 37°38.564'N 119°40.349'E
4. 37°38.565'N 119°41.158'E

Area S2:

1. 37°44.251'N 119°46.158'E
2. 37°44.263'N 119°47.076'E
3. 37°44.964'N 119°47.086'E
4. 37°44.962'N 119°46.152'E

Area S3:

1. 37°39.882'N 119°41.157'E
2. 37°39.880'N 119°39.543'E
3. 37°39.319'N 119°39.513'E
4. 37°39.300'N 119°41.131'E

Area S4:

1. 37°44.026'N 119°45.152'E
2. 37°44.029'N 119°45.993'E
3. 37°44.863'N 119°46.004'E
4. 37°44.858'N 119°45.165'E

Area S5:

1. 37°43.550'N 119°43.800'E
2. 37°42.730'N 119°44.000'E
3. 37°42.730'N 119°42.160'E
4. 37°43.545'N 119°42.000'E

Area S6:

1. 37°44.623'N 119°42.939'E
2. 37°44.629'N 119°45.003'E
3. 37°44.800'N 119°45.001'E
4. 37°44.810'N 119°43.041'E

Area S7:

1. 37°47.770'N 119° 49.700'E
2. 37°47.770'N 119° 48.800'E
3. 37°47.380'N 119° 48.800'E
4. 37°47.380'N 119° 49.700'E

Area S8:

1. 37°47.380'N 119°49.700'E
2. 37°47.020'N 119°49.700'E
3. 37°47.020'N 119°48.800'E
4. 37°47.380'N 119°48.800'E

Area S9:

1. 37°48.400'N 119°49.700'E
2. 37°48.400'N 119°48.700'E
3. 37°47.790'N 119°48.700'E
4. 37°47.790'N 119°49.700'E

Area S10:

1. 37°47.000'N 119°48.500'E
2. 37°47.000'N 119°49.850'E
3. 37°46.500'N 119°49.850'E
4. 37°46.500'N 119°48.500'E

Area S11:

1. 37°46.50'N 119°47.30'E
2. 37°46.50'N 119°49.85'E
3. 37°45.70'N 119°49.85'E
4. 37°45.70'N 119°47.30'E

Area S12:

1. 37°45.69'N 119°47.30'E
2. 37°45.69'N 119°49.85'E
3. 37°45.10'N 119°49.85'E
4. 37°45.10'N 119°47.30'E

Area S13:

1. 37°44.28'N 119°49.12'E
2. 37°45.08'N 119°49.12'E
3. 37°45.08'N 119°47.80'E
4. 37°44.28'N 119°47.80'E

Area S14:

1. 37°34.850'N 119°43.00'E
2. 37°36.265'N 119°43.00'E
3. 37°36.265'N 119°43.50'E
4. 37°34.850'N 119°43.50'E

Area S15:

1. 37°39.45'N 119°42.23'E
2. 37°38.84'N 119°42.23'E
3. 37°38.84'N 119°42.84'E
4. 37°39.45'N 119°42.84'E

Area S16:

1. 37°39.30'N 119°41.20'E
2. 37°38.56'N 119°41.20'E
3. 37°38.56'N 119°41.80'E
4. 37°39.30'N 119°41.80'E

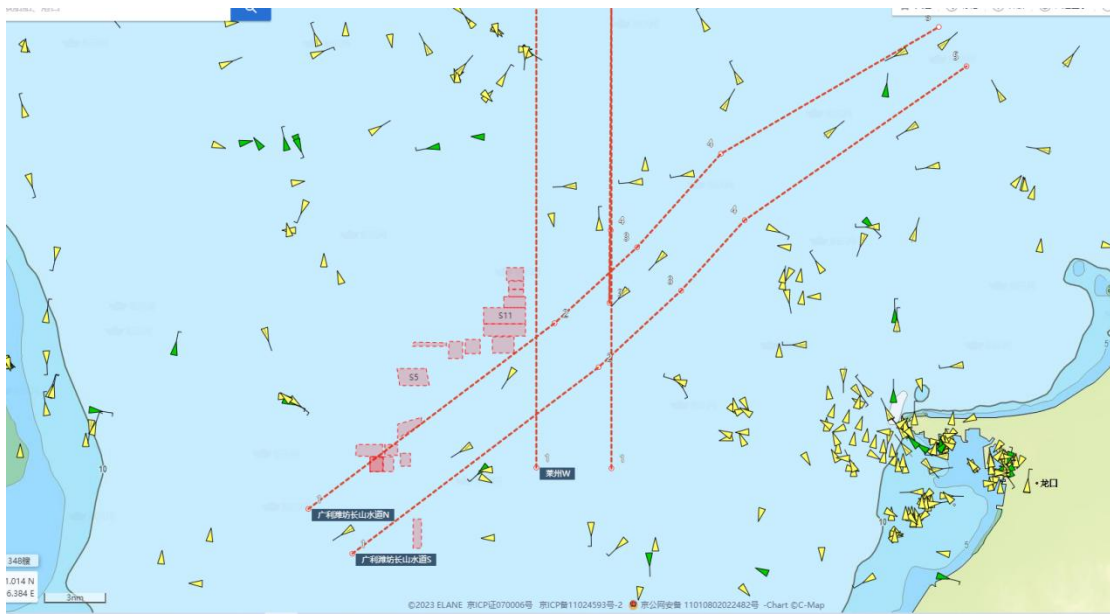
Area S17:

1. 37°41.18'N 119°43 48'E
2. 37°40.85'N 119°43 48'E
3. 37°40.18'N 119°42.05'E
4. 37°40.85'N 119°42.05'E

Area S18:

1. 37°39.88'N 119°41.26'E
2. 37°39.34'N 119°41.26'E
3. 37°39.34'N 119°42.06'E
4. 37°39.88'N 119°42.06'E

According to Huatai’s experience in the handling of such cases, there are multiple fishery farms in the waters of Laizhou Bay, including but not limited to the above-mentioned fishery farms, and some of them have even expanded to the recommended routes. West-bound ships sailing out of Changshan Channel to Weifang Port, or sailing from Penglai/Longkou/other northern Ports to Weifang Port, are exposed to high risks of entering the fishery farms off Laizhou. Ships are suggested to proceed along following recommended routes in order to avoid entering fishery farms.



Guangli Port, Weifang Port - Changshan Channel

Guangli Port, Weifang Port- Changshan Channel	North Boundary Line		South Boundary Line		Width (nm)	Course	Distance (nm)	Chart Depth (m)
	Longitude (E)	Latitude (N)	Longitude (E)	Latitude (N)				
Starting Point	119°36'38"	37°36'45"	119°39'20"	37°34'34"	3.0	53°/233°	16.5	12.2-17.6
Turning Point 1	119°51'37"	37°45'45"	119°54'19"	37°43'37"	3.0	47°/227°	5.4	
Turning Point 2	119°56'38"	37°49'25"	119°59'19"	37°47'18"	3.0	42°/222°	6.0	
Turning Point 3	120°01'45"	37°53'54"	120°03'10"	37°50'43"	3.0	56°/236°	12.5	
Ending point	120°15'02"	38°00'04"	120°16'40"	37°58'06"	2.0			

Laizhou Port West Channel

Laizhou Port West Channel	West Boundary Line		East Boundary Line		Width (nm)	Course	Distance (nm)	Chart Depth (m)
	Longitude (E)	Latitude (N)	Longitude (E)	Latitude (N)				
Starting Point	119°50'30"	37°38'45"	119°53'51"	37°38'45"	2.5	000°/180	23	14.0-18.2
Ending point	119°50'30"	38°01'49"	119°53'51"	38°01'55"				

Please Note:

- (1) The fishery farms in the above chart are just small parts of the fishery farms in that area which are obtained during our case handling, and most of them are not plotted on the chart due to limited information available.

- (2) It is noted that any claims for damage to fishery farms within the recommended channels are usually not upheld by the local authorities.

1.2 Fishery Farms off Yantai Port

In order to avoid fishery farm damage cases off Longkou Port, Yantai MSA has issued series of Navigation Notices regarding the information of fishery farms within their jurisdiction on their website, and the latest one is (Lu Hang Tong [2022] 0413).

QUOTE

Fishery farm range in the sea area south of Yantai - Weihai public Channel

Fishery farms are found within the sea area connected by the following four coordinates:

37°38.99'N /121°46.83'E,

37°39.35'N /121°55.17'E,

37°37.02'N/ 121°55.17'E,

37°36.75'N/ 121°46.83'E.

The distance between the north boundary of the fishery farm area and the south boundary of the channel is 200m, and the ships passing by should strengthen lookout and navigate cautiously to avoid entering those farms.

This Notice is only used as navigation safety information for passing ships.

UNQUOTE

Ships are suggested to proceed along following MSA recommended route in order to avoid entering fishery farms.

Yantai - Weihai	North Boundary		South Boundary		Width (nm)	Course	Distance (nm)	Chart depth (m)
	Longitude	latitude	Longitude	latitude				
Starting point	121°33'24"E	37°40'30"N	121°33'36"E	37°38'30"N	2	087°/267°	23	17.2-23
Ending point	121°59'42"E	37°41'36"N	122°06'36"E	37°40'00"N				

In addition, in order to give adequate warning to ships to avoid passing through the fishery farms, the MSA established 11 virtual AIS Marks on the above-mentioned channel from Yantai to Weihai. According to the MSA Navigation Warning (Lu Hang Jing 0367) published on Aug. 08, 2022:

QUOTE

YELLOW SEA, ELEVEN VIRTUAL AIS MARKS ESTABLISHED ON THE ROUTE FROM YANTAI TO WEIHAI.

YW ROUTE NO.1 (37-40.00N 122-06.60E) , MMSI 994126108.

YW ROUTE NO.2 (37-41.60N 121-59.70E) , MMSI 994126109.

YW ROUTE NO.3 (37-39.71N 121-59.85E) , MMSI 994126110.

YW ROUTE NO.4 (37-41.33N 121-53.12E) , MMSI 994126111.

YW ROUTE NO.5 (37-39.42N 121-53.31E) , MMSI 994126112.

YW ROUTE NO.6 (37-41.06N 121-46.55E) , MMSI 994126113.

YW ROUTE NO.7 (37-39.12N 121-46.74E) , MMSI 994126114.

YW ROUTE NO.8 (37-40.78N 121-39.97E) , MMSI 994126115.

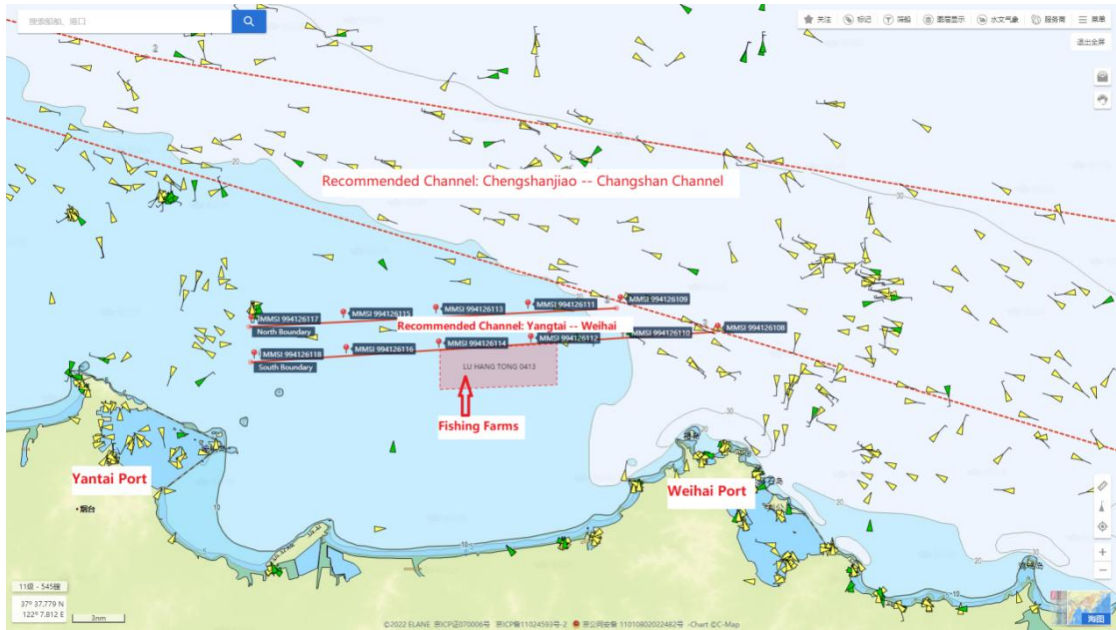
YW ROUTE NO.9 (37-38.81N 121-40.17E) , MMSI 994126116.

YW ROUTE NO.10 (37-40.50N 121-33.40E) , MMSI 994126117.

YW ROUTE NO.11 (37-38.50N 121-33.60E) , MMSI 994126118.

CAUTION ADVISED.

UNQUOTE



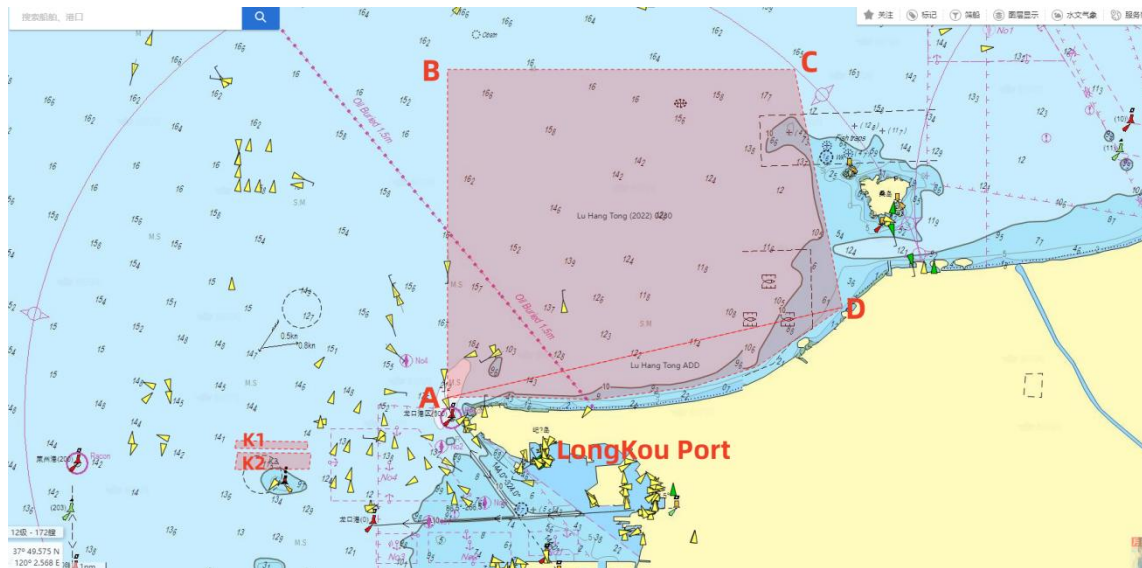
Lu Hang Tong [2022] 0413 and the MSA recommended channel

(with 11 virtual AIS mark)

Please Note:

There are some unidentified fishery farms that are not included in the above navigation notice. The duty officer should keep a sharp lookout during the navigation in that sea area.

1.3 Fishery Farms off Longkou Port



In order to avoid fishery farm damage cases off Longkou Port, the MSA issued a Navigation Notice (Lu Hang Tong [2022] 0230) on the information of fishery farms in the sea area enclosed by the following four coordinates and the coastline:

- A: 37°41'30"N, 120°12'20"E;
- B: 37°50'00"N, 120°12'20"E;
- C: 37°50'00"N, 120°23'42"E;
- D: 37°43'50"N, 120°25'16"E。

In the Navigation Notice, the MSA points out the following precautions:

- (1) The Fishery farms boundary changes with seasons, and ships passing by should strengthen lookout and navigate cautiously to avoid passing through those farms.
- (2) This Notice is only used as navigation safety information for passing ships.

However, there are still some unidentified fishery farms that are not included in the above navigation notice (such as K1 and K2 two unlicensed fishery farms).

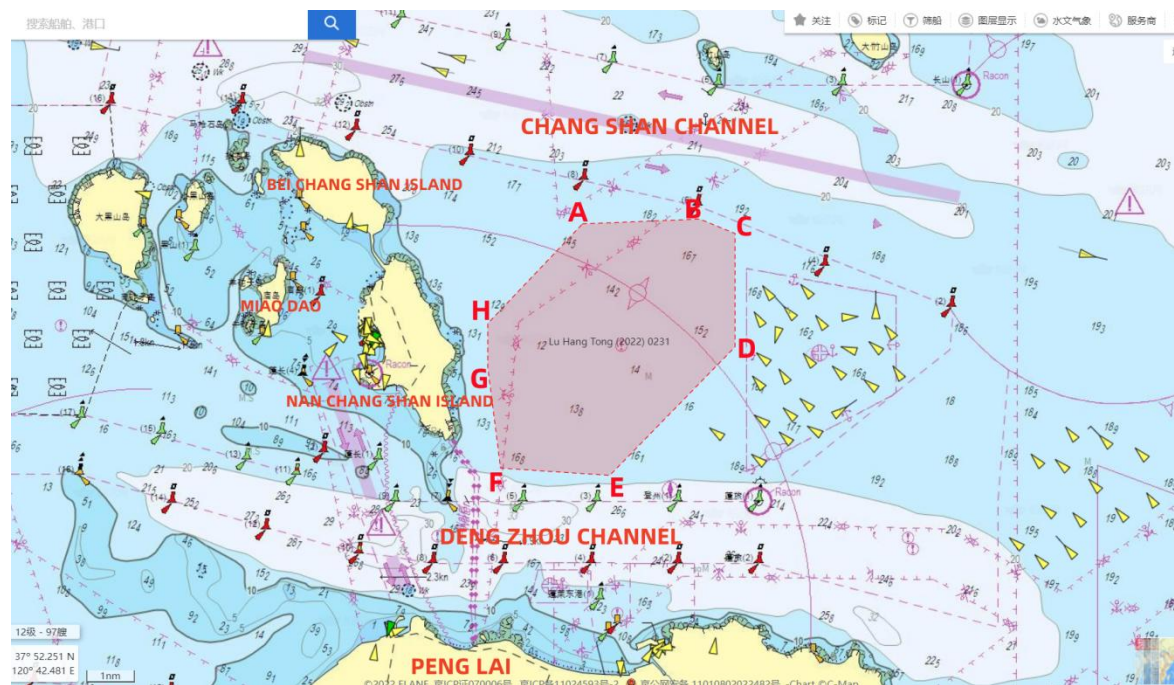
K1

1. 37° 40.183'N 120° 05.3641'E
2. 37° 40.3809'N 120° 05.4012'E
3. 37° 40.3510'N 120° 07.7620'E
4. 37° 40.1509'N 120° 07.7339'E

K2

1. 37° 40.076'N 120° 05.460'E
2. 37° 40.057'N 120° 07.860'E
3. 37° 39.646'N 120° 07.801'E
4. 37° 39.629'N 120° 05.365'E

1.4 Fishery Farms off Penglai Port



In order to avoid fishery farm damage cases off Penglai Port, the MSA issued a Navigation Notice on the information of fishery farms in the sea area enclosed by the following coordinates:

A: 37°57'54"N, 120°48'48"E

B: 37°58'00"N, 120°51'48"E

C: 37°57'42"N, 120°52'42"E

D: 37°55'24"N, 120°52'42"E

E: 37°52'48"N, 120°49'30"E

F: 37°52'56"N, 120°46'42"E

G: 37°55'00"N, 120°46'22"E

H: 37°55'53"N, 120°46'22"E

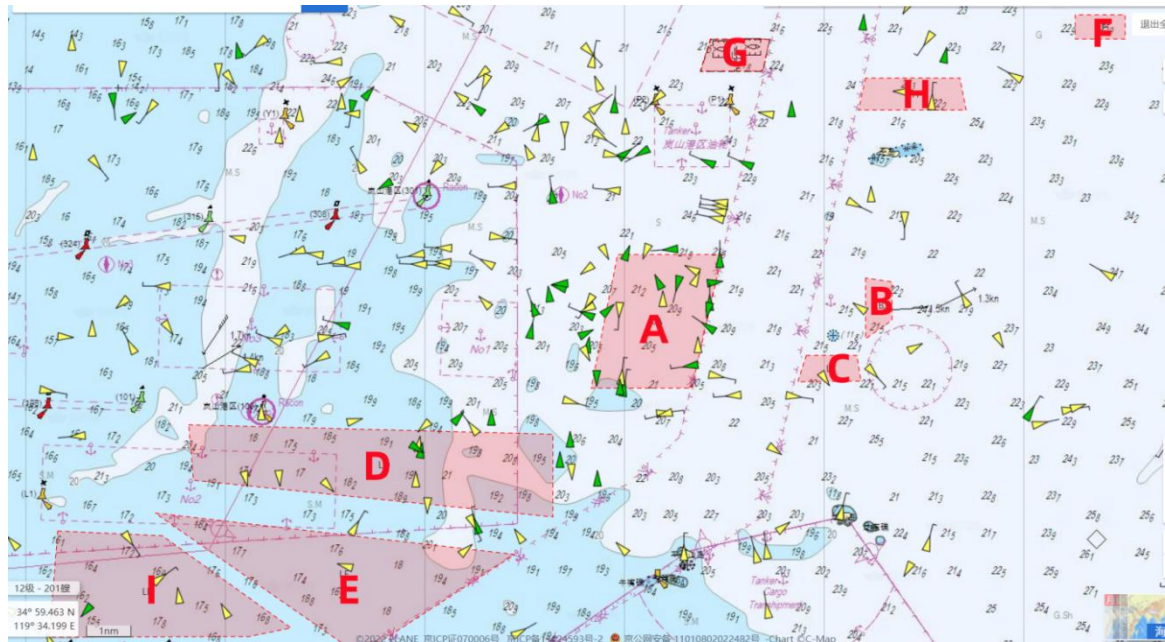
In the Navigation Notice, the MSA points out the following precautions:

- (1) The Fishery farms boundary changes with seasons, and the ships passing by should strengthen lookout and navigate cautiously to avoid passing through those farms.
- (2) This Notice is only used as navigation safety information for passing ships.

Please Note:

There are some unidentified fishery farms that are not included in the above navigation notice. The duty officer should keep a sharp lookout during the navigation in that sea area.

1.5 Fishery Farms off Lanshan Port



The geographical scope of the fishery farm off Lanshan Port is as follows:

Area A:

35°06'12.00"N, 119°50'16.00"E
35°03'18.00"N, 119°49'28.00"E
35°03'18.00"N, 119°46'48.00"E
35°06'12.00"N, 119°47'30.00"E

Area B:

35°05'41.18"N, 119°54'03.73"E
35°04'21.77"N, 119°54'03.82"E
35°04'46.97"N, 119°54'45.81"E
35°05'35.97"N, 119°54'45.75"E

Area C:

35°04'01.06"N, 119°52'29.91"E
35°03'26.77"N, 119°52'15.68"E
35°03'26.87"N, 119°53'56.63"E
35°04'01.14"N, 119°53'49.95"E

Area D:

35°02' 30.00'' N, 119°36' 11.0''E
35°02' 18.00'' N, 119°45' 48.0''E
35°00'30.00''N, 119°45'48.00''E
35°01'18.00''N, 119°36'18.00''E

Area E:

35°00'36.00''N, 119°35'18.00''E
34°59'42.00''N, 119°44'48.00''E
34°57'30.00''N, 119°40'42.00''E

Area F:

35°11'23.43''N, 119°59'36.03''E
35°10'52.35''N, 119°59'36.03''E
35°10'52.34''N, 120°00'54.73''E
35°11'23.43''N, 120°00'54.74''E

Area G:

35°10' 52.40'' N, 119°49' 58.07''E
35°10' 10.63'' N, 119°49'42.15''E
35°10' 10.75'' N, 119°51'20.11''E
35°10' 52.34'' N, 119°51'32.20''E

Area H:

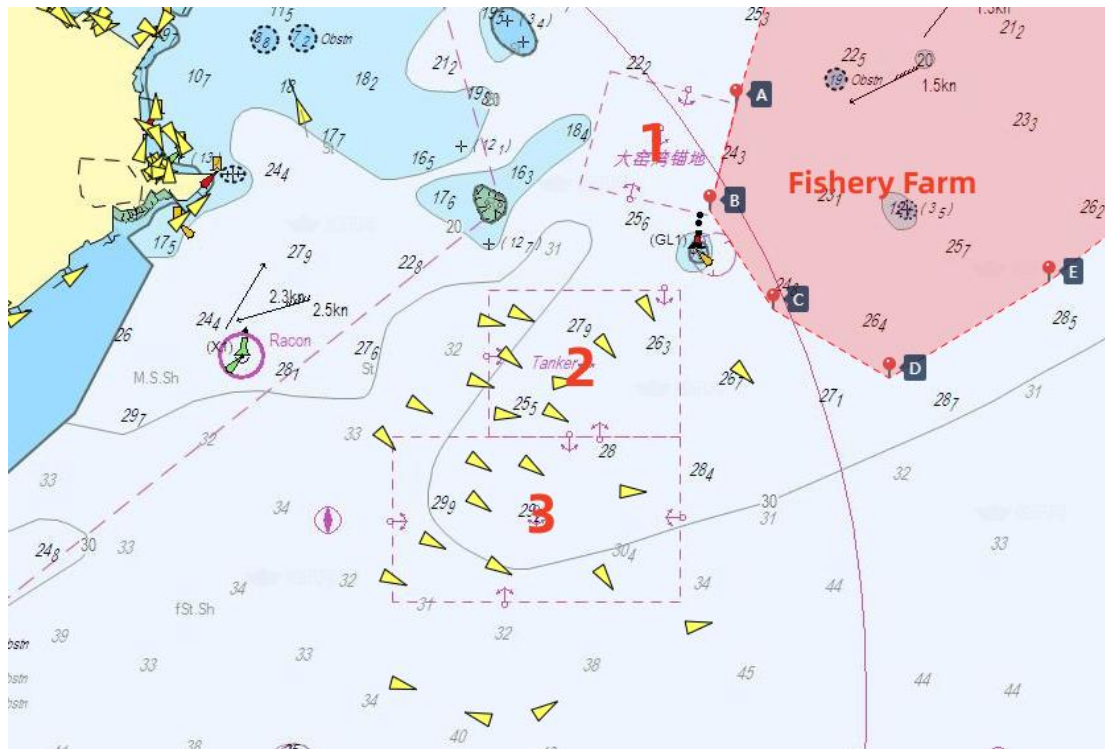
35-10'01.66''N, 119-54'03.38''E
35-09'19.73''N, 119-53'52.84''E
35-09'19.65''N, 119-56'42.48''E
35-10'01.58''N, 119-56'32.59''E

Area I:

35°00.21' N, 119°32.72' E
35°00.10' N, 119°35.48' E
34°58.10' N, 119°38.87' E
34°57.91' N, 119°37.79' E
34°57.89' N, 119°32.50' E

2. Distribution of Fishery Farms along the Coast of Liaoning Province

2.1 Fishery Farms off Dalian Port



We have marked the three anchorages of Dalian Xingang as 1, 2, and 3 respectively with the following explanation, and the approximate location of the fishery farms are also indicated in the above figure.

- (1) Dayaowan Anchorage: It has almost been abandoned, and usually no ships anchor at this anchorage.
- (2) Tanker anchorage: Arriving oil tankers normally anchor at this anchorage in accordance with the instructions of Dalian VTS.
- (3) Cargo Ship Anchorage: Ships other than oil tankers normally anchor at this anchorage in accordance with VTS instructions.

Fishery farms off Dalian Port mainly concentrated in the northeast of the Dayaowan and Tanker anchorage. Due to its close proximity to the anchorage, cases of ships accidentally entering the fishery farm occur from time to time. In recent years, the area of the fishery farms has been continuously expanding, and the specific areas have also been changing constantly, thus the boundary of the fishery farms mentioned in this Circular is for reference only. Considering that it is normal for ships on international voyage entering the anchorage from the south side, those ships are safe as long as they do not cross the lines joining by the following coordinates to the north.

A 38°59.063'N, 122°02.923'E

B 38°57.775'N, 122°02.518'E

C 38°56.569'N, 122°03.503'E

D 38°55.731'N, 122°05.321'E

E 38°56.903'N, 122°07.820'E

3. Distribution of Fishery Farms along the Coast of Fujian Province



3.1 Fishery Farms near Ningde



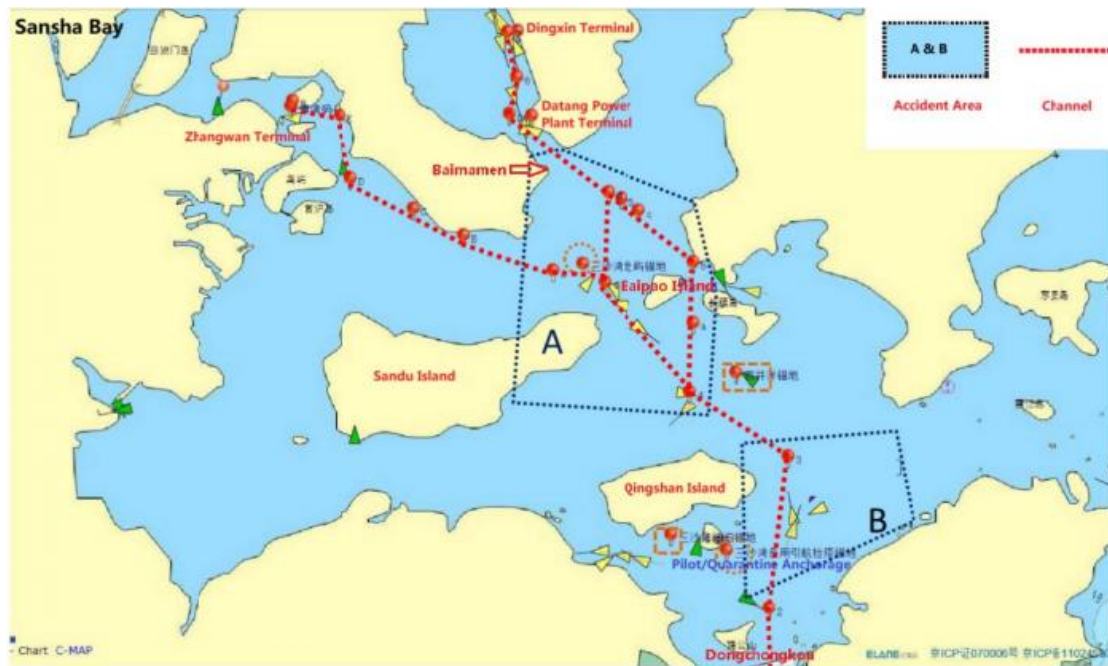
The geographical scope of the fishery farms:

A26-44.55'N, 119-38.05'E

B26-45.85'N, 119-47.32'E

C26-35.50'N, 119-50.07'E

The red dashed line in the above picture represents the buoyed channels. There are dense fishery farms distributed near the channel of Sansha Bay (marked by yellow dashed lines in the picture), and some of them are even distributed within the buoyed channels.



According to Huatai's experience in the handling of such cases in the Sansha Bay, ships accidentally entering the fishery farm mainly occurred in two areas.

Area A: the channel near Baipao Island

and Area B: the east channel of Qingshan Island (as shown in the above figure).

Several reasons that might attribute to occurrence of the cases of ship accidentally entering fishery farms:

- (1) Currents in the above two channels are extremely strong, with a velocity of 3-5 knots. The rudder effect is poor when ships sail with the current.
- (2) The navigable width of the channel is very narrow, whereas the turning angle is large, making it extremely difficult for ship manoeuvring.
- (3) A large number of fishing boats navigate within or cross the channel, as a result, the available room for avoiding collision or entering fishery farms is limited.
- (4) Dense fishery farms are distributed around and even within the channel. Ships are

prone to enter the fishery farm, if they fail to return to the main channel in a timely manner after giving way to other ships.

3.2 Fishery Farms near Nanri Island



(1) Fishery farms exist in the sea area enclosed by the joining lines of the 1-5 coordinates listed in below table and the coastline of Nanri Island (A)

No.	Latitude	Longitude
1	25°10'11.40"N	119°33'21.49"E
2	25°08'21.21"N	119°32'38.23"E
3	25°08'29.60"N	119°30'00.45"E
4	25°12'02.13"N	119°25'31.21"E
5	25°14'20.22"N	119°26'12.61"E

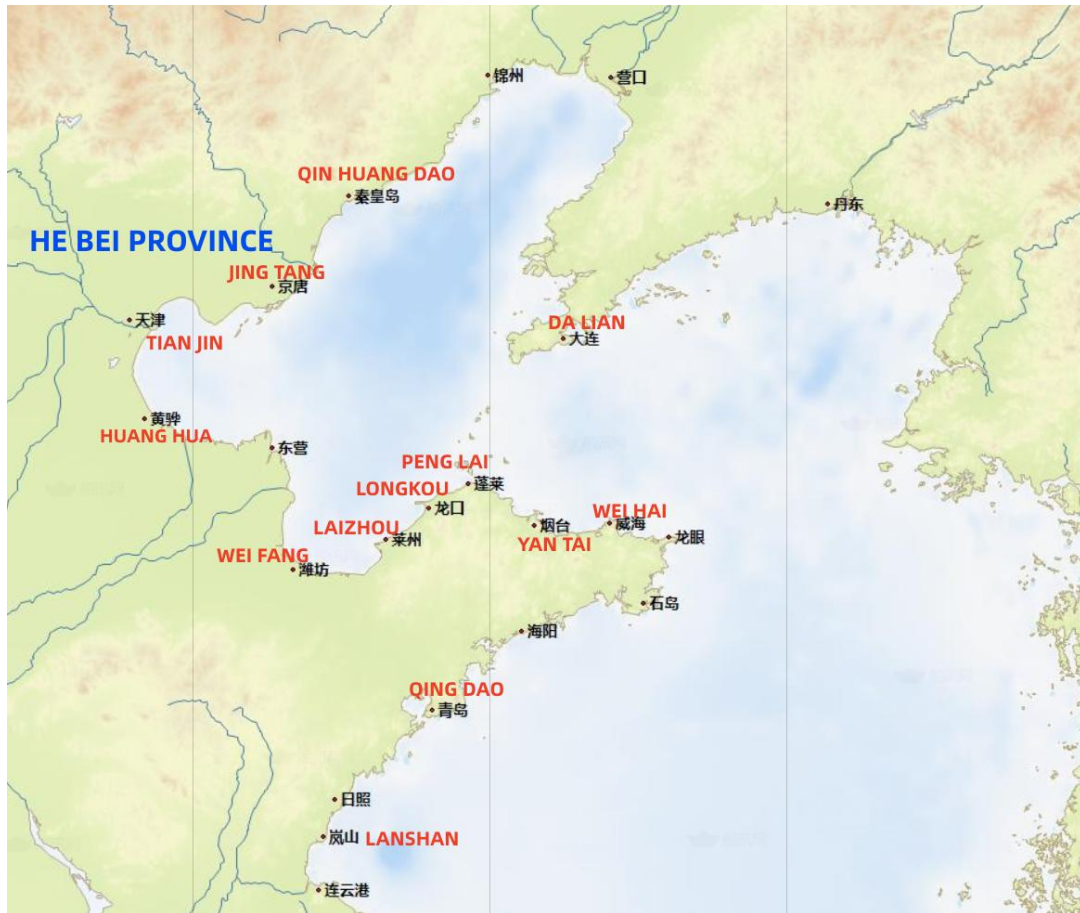
- (2) Fishery farms exist in the sea area enclosed by the joining lines of the 6-12 coordinates listed in below table (B)

No.	Latitude	Longitude
6	25°14'46.49"N	119°27'18.73"E
7	25°15'05.50"N	119°26'41.66"E
8	25°15'54.12"N	119°27'05.14"E
9	25°16'04.18"N	119°27'46.54"E
10	25°15'40.15"N	119°28'04.47"E
11	25°15'55.24"N	119°30'38.34"E
12	25°16'40.51"N	119°30'01.26"E

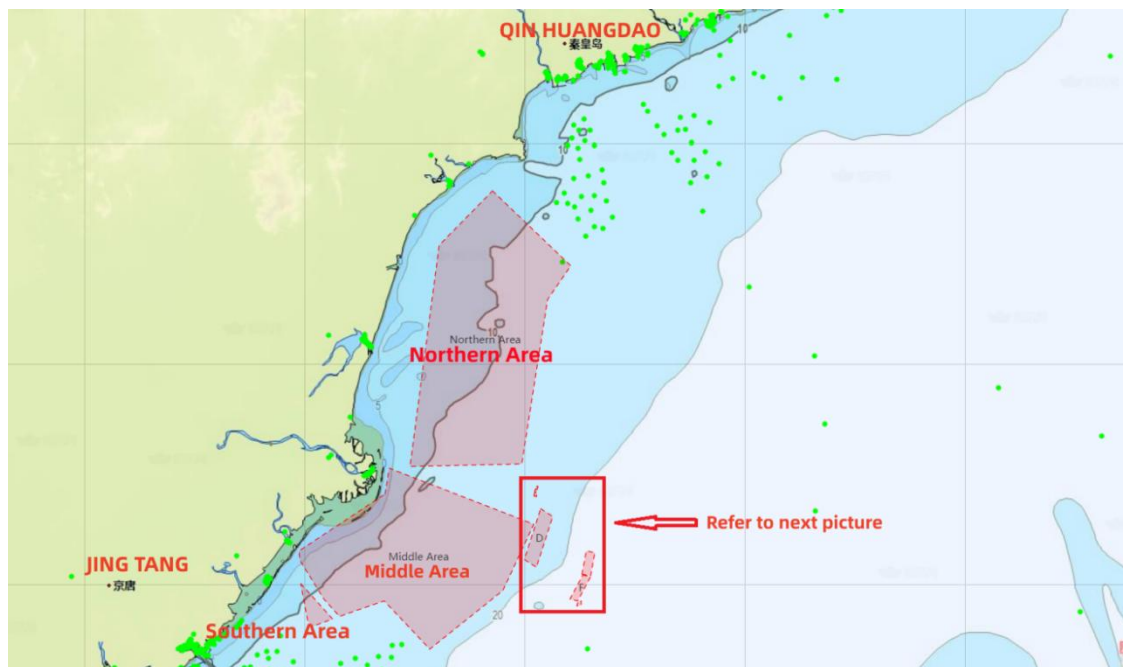
- (3) Fishery farms exist in the sea area enclosed by the joining lines of the 13-16 coordinates listed in below table (C)

No.	Latitude	Longitude
13	25°17'19.62"N	119°28'32.27"E
14	25°16'47.21"N	119°28'44.02"E
15	25°16'30.45"N	119°27'49.02"E
16	25°17'06.21"N	119°27'46.54"E

4. Distribution of Fishery Farms along the Coast of Hebei Province



4.1 Fishery Farms off Jingtang Port and Qinhuangdao Port





B

The geographical scope of the above-mentioned fishery farms (A)

The Northern Area:

39°46.206'N, 119°28.744'E
 39°40.711'N, 119°36.201'E
 39°38.203'N, 119°34.038'E
 39°26.017'N, 119°31.535'E
 39°25.809'N, 119°20.844'E
 39°42.199'N, 119°23.656'E

The Middle Area:

39°23.764'N, 119°18.403'E
 39°25.713'N, 119°18.897'E
 39°21.526'N, 119°32.678'E
 39°16.629'N, 119°29.753'E
 39°12.272'N, 119°22.749'E
 39°15.829'N, 119°18.321'E
 39°14.676'N, 119°14.098'E

39°15.965'N, 119°12.594'E

39°18.878'N, 119°10.277'E

39°19.582'N, 119°10.184'E

The Southern Area:

39°17.134'N, 119°10.338'E

39°14.491'N, 119°13.459'E

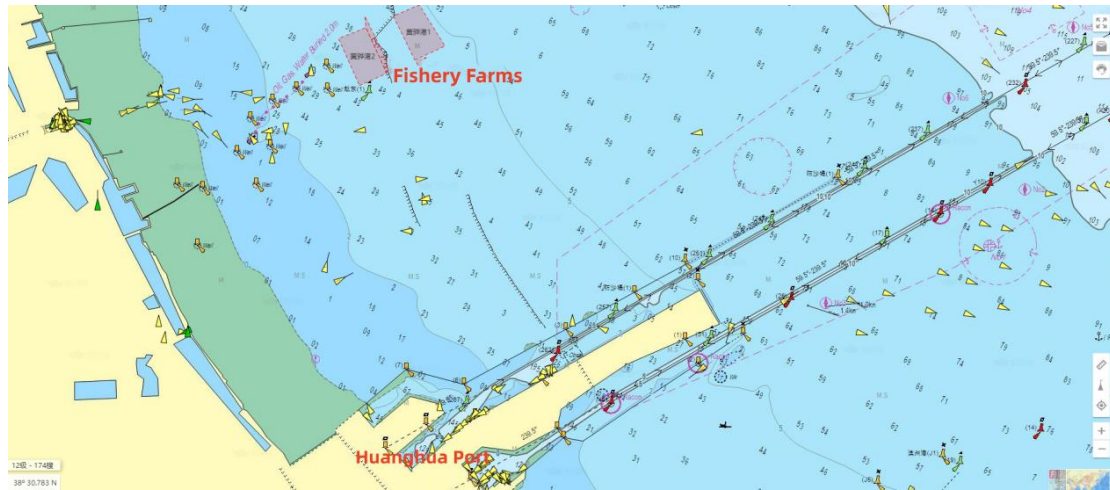
39°13.931'N, 119°11.451'E

39°14.371'N, 119°10.998'E

Scattered fishery farms outside the above-mentioned areas (B)

No.	Geographical scope	
A	39°23.656'N, 119°32.686'E	39°23.612'N, 119°32.908'E
	39°23.885'N, 119°32.996'E	39°23.923'N, 119°32.781'E
B	39°23.944'N, 119°32.812'E	39°24.145'N, 119°32.877'E
	39°24.122'N, 119°33.040'E	39°23.907'N, 119°32.983'E
C	39°24.142'N, 119°33.050'E	39°24.351'N, 119°33.148'E
	39°24.382'N, 119°32.936'E	39°24.165'N, 119°32.846'E
D	39°22.697'N, 119°33.341'E	39°22.121'N, 119°34.477'E
	39°18.345'N, 119°32.925'E	39°18.921'N, 119°31.821'E
E	39°15.734'N, 119°36.891'E	39°15.463'N, 119°36.825'E
	39°15.498'N, 119°37.192'E	39°15.863'N, 119°37.239'E
F	39°17.774'N, 119°37.421'E	39°17.666'N, 119°38.142'E
	39°15.861'N, 119°36.901'E	39°15.973'N, 119°36.160'E
G	39°17.842'N, 119°37.287'E	39°19.570'N, 119°37.725'E
	39°19.430'N, 119°38.580'E	39°17.714'N, 119°38.137'E

4.2 Fishery Farms off Huanghua Port



The Huanghua MSA has announced the geographical location of the following 3 fishery farms

Area 1:

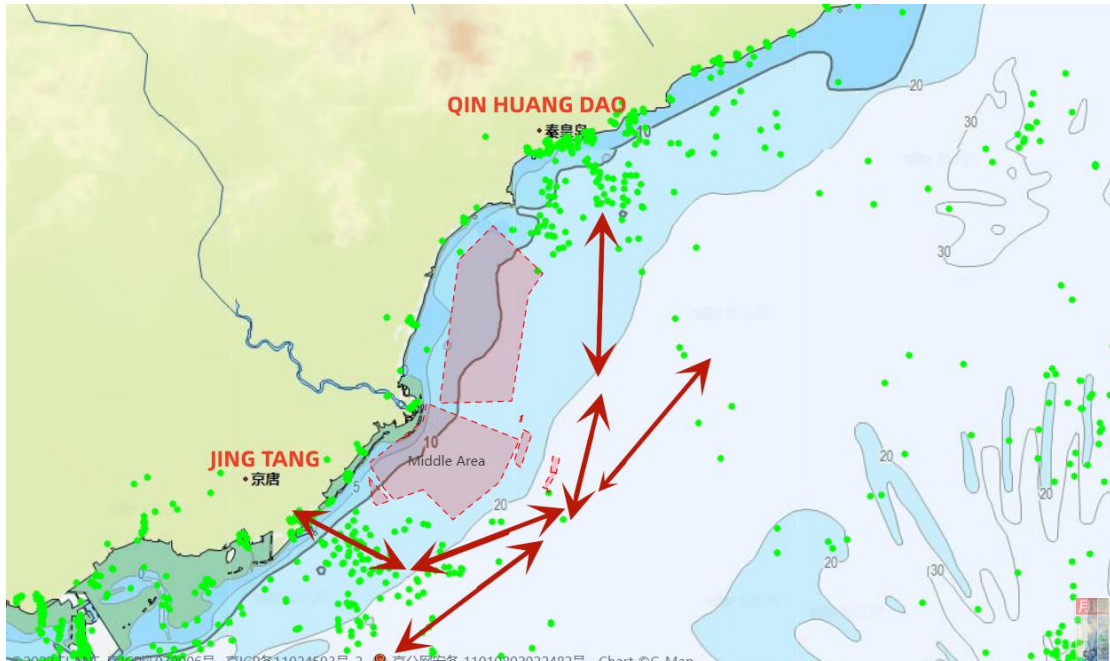
- A. $38^{\circ}30' 58.785''\text{N}$, $117^{\circ}50' 09.520''\text{E}$
- B. $38^{\circ}31'22.311''\text{N}$, $117^{\circ}51' 13.607''\text{E}$
- C. $38^{\circ}32'31.321''\text{N}$, $117^{\circ}50' 19.209''\text{E}$
- D. $38^{\circ}32'12.661''\text{N}$, $117^{\circ}49' 23.219''\text{E}$

Area 2:

- A. $38^{\circ}30' 15.713''\text{N}$, $117^{\circ}48' 12.299''\text{E}$
- B. $38^{\circ}30'36.743''\text{N}$, $117^{\circ}49' 09.518''\text{E}$
- C. $38^{\circ}31'53.501''\text{N}$, $117^{\circ}48' 25.760''\text{E}$
- D. $38^{\circ}31'34.229''\text{N}$, $117^{\circ}47' 27.998''\text{E}$

Area 3:

- A. $38^{\circ}30' 36.743''\text{N}$, $117^{\circ}49' 09.518''\text{E}$
- B. $38^{\circ}30'58.785''\text{N}$, $117^{\circ}49' 09.520''\text{E}$
- C. $38^{\circ}32'12.661''\text{N}$, $117^{\circ}48' 23.219''\text{E}$
- D. $38^{\circ}31'53.501''\text{N}$, $117^{\circ}48' 25.760''\text{E}$



According to Huatai's experience in the handling of such cases in recent years, most of the fishery farms along the coast of Hebei Province are located between Jingtang and Qinhuangdao Port, as well as in the waters near Huanghua Port. Ships navigating between Jingtang/Tianjin/Huanghua Port and Qinhuangdao/Jinzhou Port are suggested to plan their routes away from the coast to avoid accidentally entering the fishery farms.

Should you have any inquiry, please feel free to contact Huatai Beijing (pni.bj@huatai-serv.com) or our local branch offices.

Best regards,

CUI Jiyu

Head of Marine Team