



JAPAN P&I NEWS

To the Members

China (Yangshan Waters of Shanghai) – Yangshan MSA issued guidance on precautions for the safe navigation

In order to reduce risks during vessel's navigating and berthing at Yangshan water-area of Shanghai port, Yangshan MSA has provided their guidance on precautions for the safe navigation of foreign ships within waters under the jurisdiction of the Yangshan MSA. The precautions include reporting obligations prior to entry, position report as per the requirements of Yangshan VTS User Guides, reference on the navigation route, keeping continuous watch on the designated VHF channels and AIS equipment, maintaining sufficient UKC, paying attention to the tidal currents, other vessels and submarine pipelines and so on.

We have obtained information by Shanghai P&I Services Ltd. For details, please find attached their circular.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Shanghai P&I Services Circular Ref. No. SPI230701



Circular No.: SPI230701

Date: 27 July, 2023

Subject: Guidance issued by Yangshan MSA regarding Safety Precautions for foreign ships navigating within Yangshan VTS area of Shanghai port

Dear Sirs / Madams,

Please be kindly advised that, in order to reduce risks during vessel's navigating and berthing at Yangshan water-area of Shanghai port, the Maritime Safety Administration of Yangshan, Shanghai Port (hereinafter referred to as "Yangshan MSA"), based on the actual situation of Yangshan waters, has provided their guidance on precautions for the safe navigation of foreign ships within waters under the jurisdiction of the Yangshan MSA. The details of the precautions are listed as below for your easy reference:

1. Reporting obligations prior to entry into the territorial waters of China

Foreign ships are required to report to the competent authority in accordance with the Announcement of the Maritime Safety Administration of the People's Republic of China on Reporting Requirements for Foreign Ships Entering Territorial Waters of the People's Republic of China prior to entry into the territorial waters of China.

2. Position report as per the requirements of Yangshan VTS User Guides of Shanghai Maritime Safety Administration

The boundary line of Yangshan VTS area is the reporting line, passing through which ships are required to send the position reports. However, ships that are equipped with AIS equipment and whose information are correctly displayed are exempt from ship's position report. Ships that intend to cross the Main Fairway of Yangshan Port between the connection of Xiaoqushan and Ximaanshan Island, and Xiaoqushan and Huangzeyang light-vessel shall report ship's movements to the Yangshan VTS 30 minutes in advance;

Ships that intend to cross the Jinshan Fairway shall report ship's movements to the Yangshan VTS 30 minutes in advance. Content of report: ship (ship's name, call sign, type), position, maximum draft and movements.

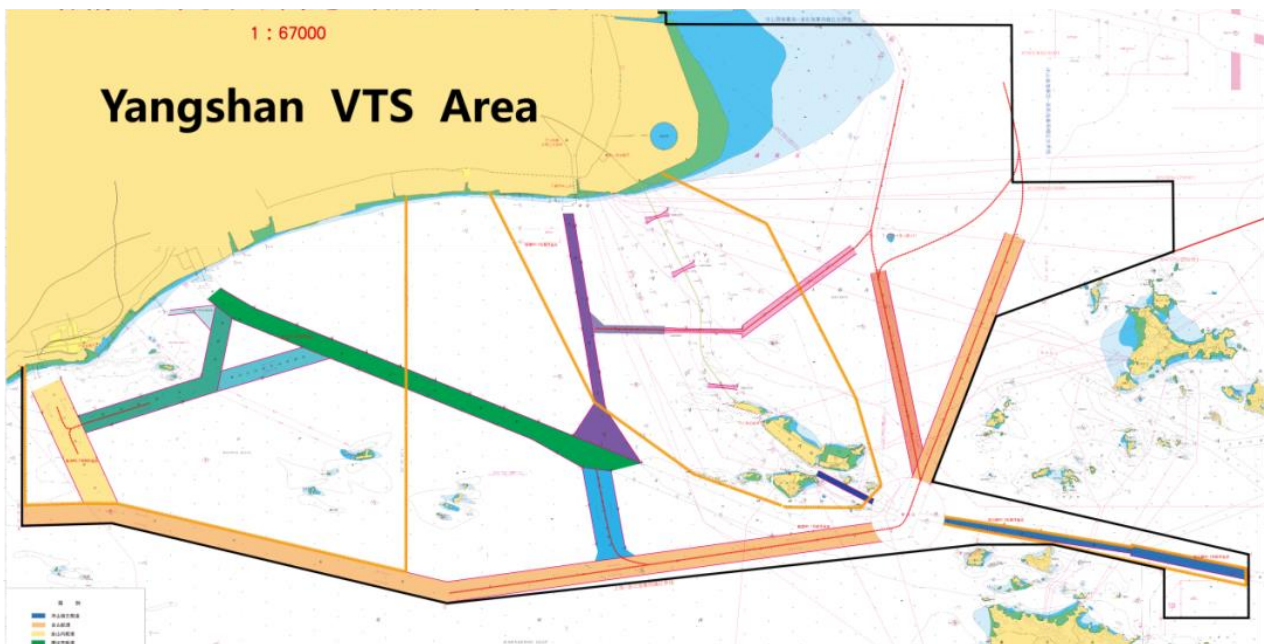
3. Reference on the navigation route

Foreign ships sailing through Yangshan waters please refer to the navigation route shown in the figure below:



Ships proceeding along the course of a channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable and avoid proceeding side by side for extended periods. Ships not using the channel shall avoid it by as wide a margin as is practicable.

4. Keep a continuous listening watch on the designated VHF channels





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Stand by on the VHF channels in the Yangshan Deep-water Port and its adjacent waters as per the following instructions:

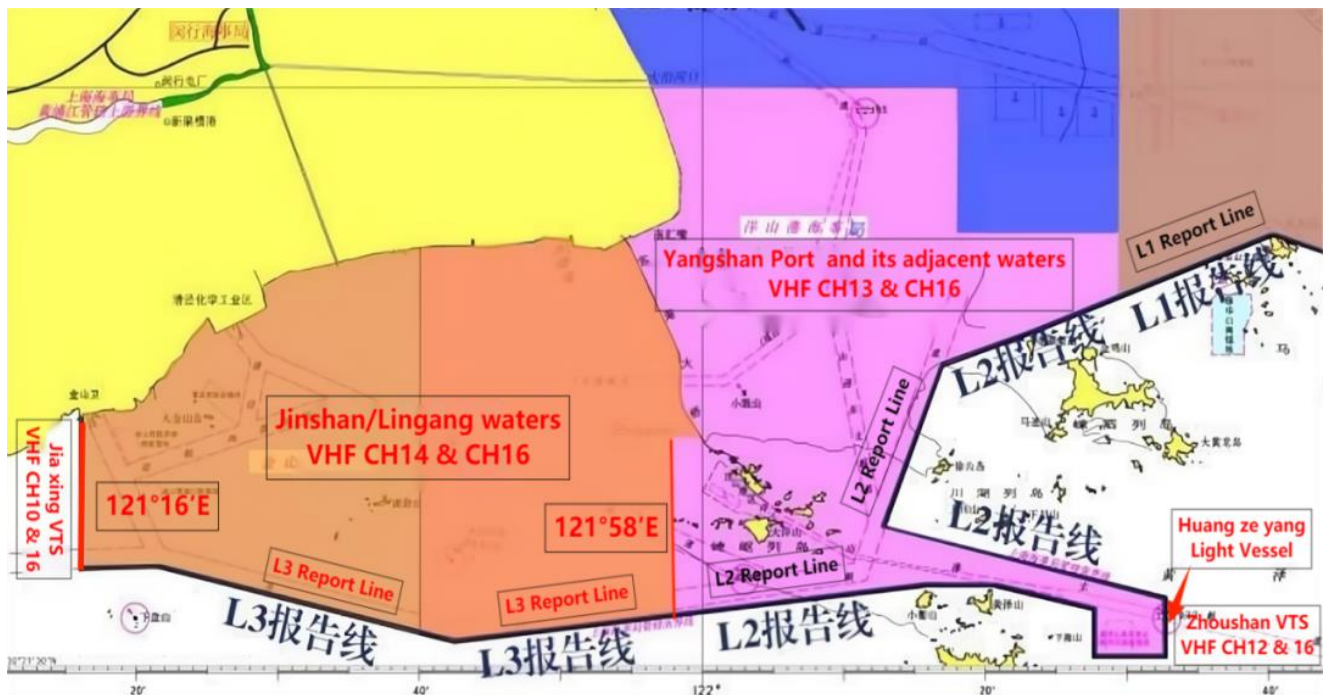
Ships shall stand by on Zhoushan VTS working VHF channel CH12 and public safety VHF channel CH16 when navigating in the waters east of the Huangzeyang light-vessel;

Ships shall stand by on Yangshan VTS working VHF channel CH13 and public safety VHF channel CH16 when navigating in the waters west of the Huangzeyang light-vessel, the Main Fairway of Yangshan Port and the precautionary area, i.e., the purple area shown below;

Ships shall stand by on Yangshan VTS working VHF channel CH14 and public safety VHF channel CH16 when navigating in the waters west of Tangnaoshan to Jinshan, i.e., the yellow and brown area shown below;

Ships shall stand by on Jiaxing VTS working VHF channel CH10 and public safety VHF channel CH16 in the Jiaxing waters, West of 121°16'E.

Ships shall keep watch on the VTS working VHF channels and CH16, strengthen communication and coordination with ships in the vicinity, clarify situations in advance, and take proactive measures to eliminate navigation risks when receiving information, advice, and instructions issued by the VTS.



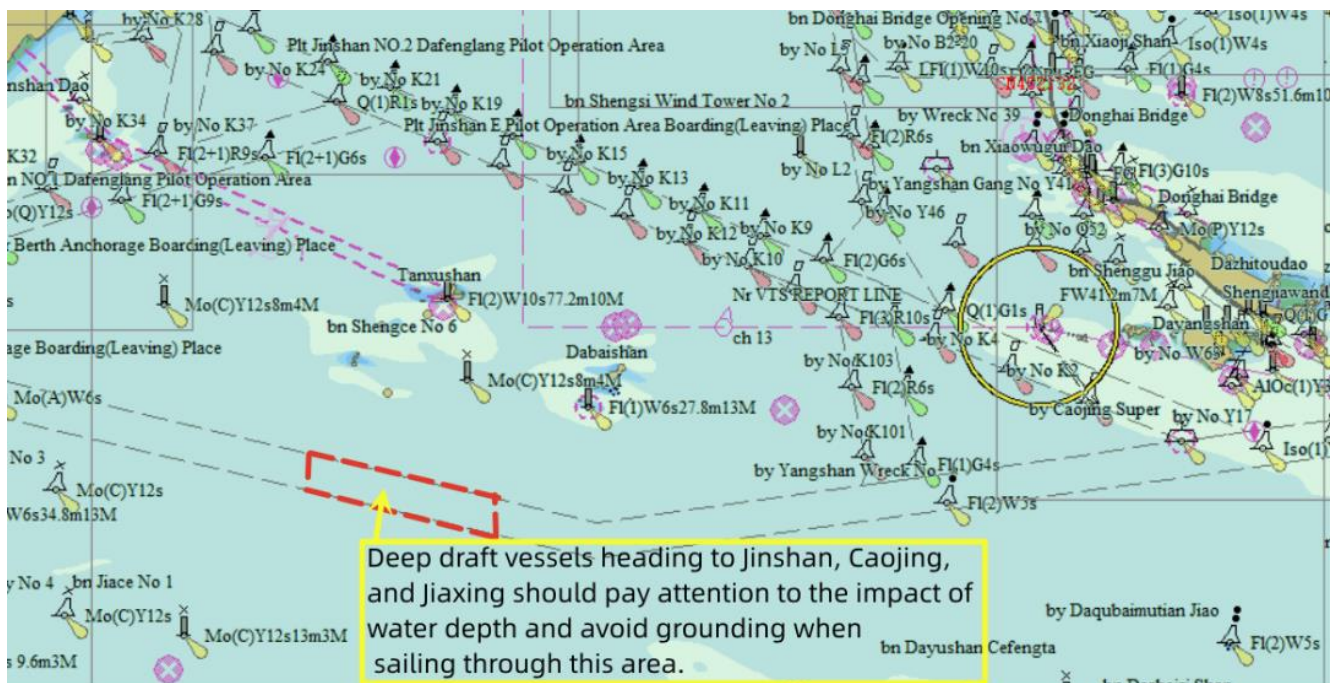
5. Keep AIS equipment on and data updated continuously

Ships shall ensure the AIS device is in good condition and the updating of its data, check whether the static and dynamic data are accurate, especially for the ship's name, call sign, ship's type, port of departure, destination, draft, cargo type, etc. The duty officer shall confirm if the device is in a good state frequently.

6. Maintain sufficient UKC

It is stated in the Yangshan Traffic Management Regulation that ships shall maintain sufficient UKC (Under Keel Clearance) during navigation. For ships carrying dangerous bulk goods, the UKC shall be more than 12% of the ship's draft and no less than 1 meter.

To avoid accidents such as grounding, the captain and duty officers, should accurately and carefully calculate the time to pass through shallow points and sections, leaving sufficient safety margin, especially for the deep draft ships proceeding to the directions of Jinshan, Caojing, and Jiaxing.



7. Maintain a safe distance of advance and transfer

Ships that are underway shall use engine and rudder as reasonably as possible, and always maintain a sufficient safe distance of advance and transfer from ships in the vicinity.



8. Keep well clear of light buoys

For ships underway, special attention shall be paid to maintain a proper look-out to distinguish light buoys, in particular wreck buoys. Ships shall navigate in safe waters according to the indication of the Cardinal Mark, and make a full appraisal of the influence of wind and current on ships' position to keep well clear of light buoys.

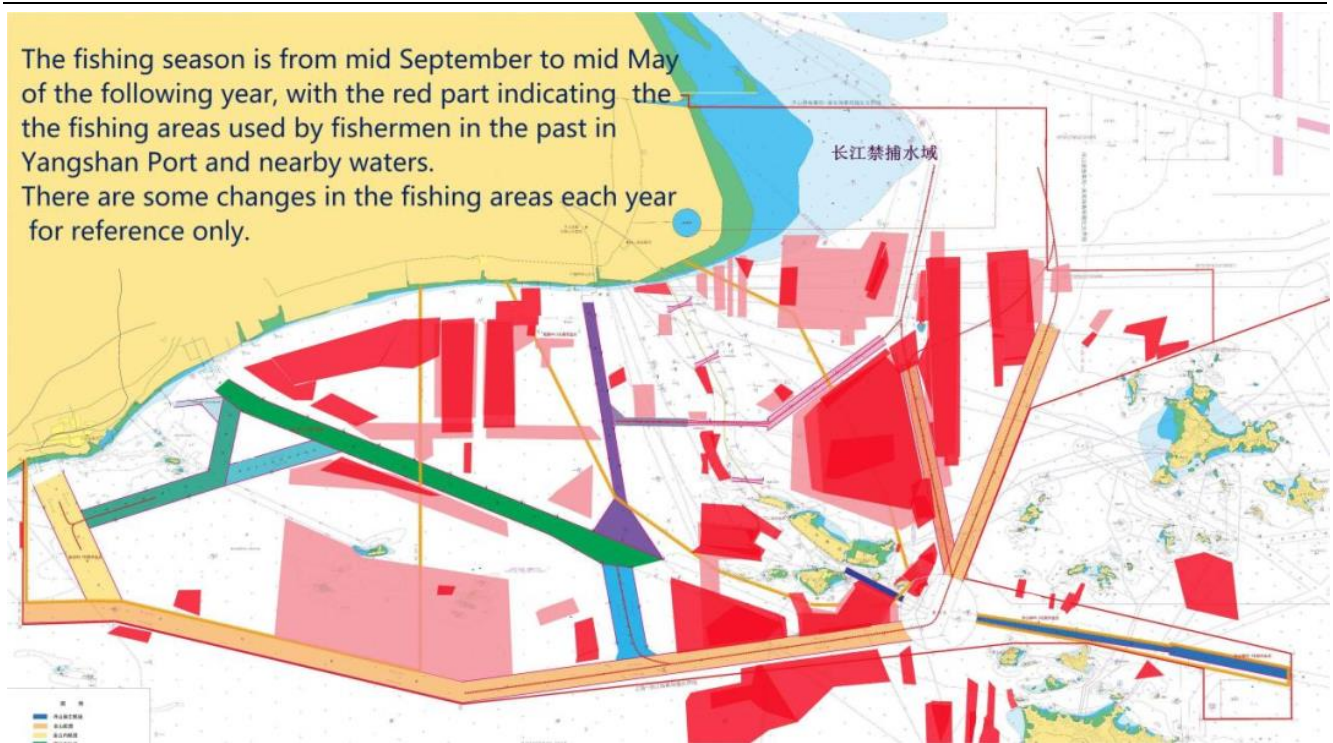
9. Pay attention to the influence of tidal currents on ships' navigation, anchoring, and mooring

Yangshan waters are affected by the tidal currents to a large extent. The influence of wind, wave, and current on the ship's position shall be fully taken into account when ships pass through bridges, offshore buildings and obstructions, shallow waters or carry out important operations such as berthing and unberthing, collision avoidance, sailing near shore or turning, etc. Always control and maintain the ship's position to prevent accidents such as collision, grounding, stranding, etc.

10. Avoid disputes between fishing ships and merchant ships

Traditionally, the elver fishing season starts from the end of November to the end of April next year. To avoid disputes between fishing ships and merchant ships and to prevent damage to ships' equipment by fishing nets, ships in Yangshan waters are suggested to:

- I. Collect information on the distribution of fishing nets from multiple resources;
- II. Refer to published routes or regular routes as per the distribution of fishing nets when planning the ships' route;
- III. Maintain the ship's position at all times in the channel to avoid deviating from the channel;
- IV. Keep as near the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable;
- V. Make good use of the engine and rudder so as to avoid deviating from the channel and reduce the risk of disputes between fishing ships and merchant ships given that the space for collision avoidance is limited during the elver fishing season.
- VI. Keep a sharp lookout to identify fishing ships and fishing nets as early as possible and take proactive measures;
- VII. Avoid navigating side by side or in the crowd so as to leave ample time and sea room for collision avoidance maneuvers;
- VIII. Strengthen the communication with Yangshan VTS. Stand by on the designated VHF channel within Yangshan VTS area and respond positively and promptly to the advice, warning, and instructions issued by the VTS.



11. Avoid the risk of collision between fishing ships and merchant ships

For the purpose of further reduction of collision risk between fishing ships and merchant ships, it is recommended for the ships navigating in Yangshan waters to take measures, which include but not limited to the following:

- I. Design ship route as far away from fishing net areas and fishing activity areas as possible;
- II. Navigate with engine stand by if it is predicted that there will be a large number of fishing ships;
- III. Navigate at a safe speed by taking full appraisal of the influence of visibility, wind, current and wave, ships' maneuverability, movements of nearby ships and traffic density;
- IV. Maintain a sharp lookout during navigation, and pay close attention to the movement and distribution of fishing ships. Adjust the voyage plan as appropriate to avoid entering areas of dense fishing ships or fishing nets;
- V. Indicate the avoiding action by using sound and light signals while approaching fishing ships, and make good use of the engine and rudder and any other means appropriate to the prevailing circumstances to avoid the risk of collision;
- VI. Conduct sufficient evaluation to determine the detection capability of the ship's radar to small objects such as fishing ships at night or when visibility is poor to avoid misjudging the situation. The captain shall be informed to command on the bridge without hesitation in case of any doubts regarding the surrounding situations;

VII. During the avoidance process against fishing ships, special caution and attention shall be paid to evaluate prevailing circumstances by considering the special restrictions on the maneuverability and operational characteristics, to ensure the effectiveness of the avoiding action until fishing boats are finally past and clear;

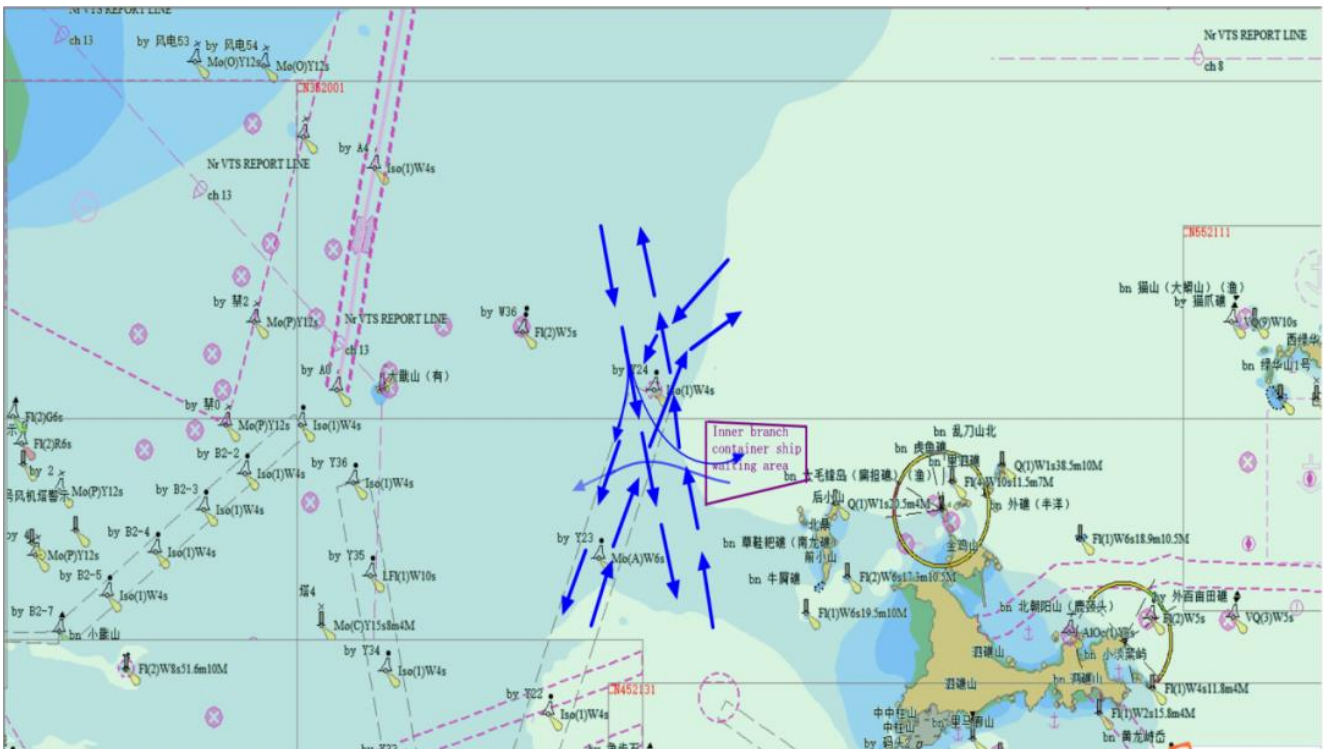
VIII. Stand by on the designated VHF channel within Yangshan VTS area, respond promptly to advices and warnings given to ships by Yangshan VTS; take effective actions as early as possible and follow the traffic organization and regulation by Yangshan VTS.

12. Pay attention to submarine pipelines and cables

Unless an emergency occurs, ships shall not drop anchor in case of any damage to the submarine pipelines and cables in Yangshan waters. Ships that intend to drop anchors shall proceed to the published anchorage listed on the chart after applying for anchor-dropping permission from the local VTS. In case of emergency, the captain is allowed to drop anchor under the premise of avoiding submarine cables in accordance with the latest charts.

13. Pay attention to the complex traffic flows in waters near Y24 light buoy of the Jinshan channel

Traffic flow situations in waters near Y24 light buoy of the Jinshan Channel are shown below, in the meantime, there is a temporary anchoring area for small container ships in the vicinity.

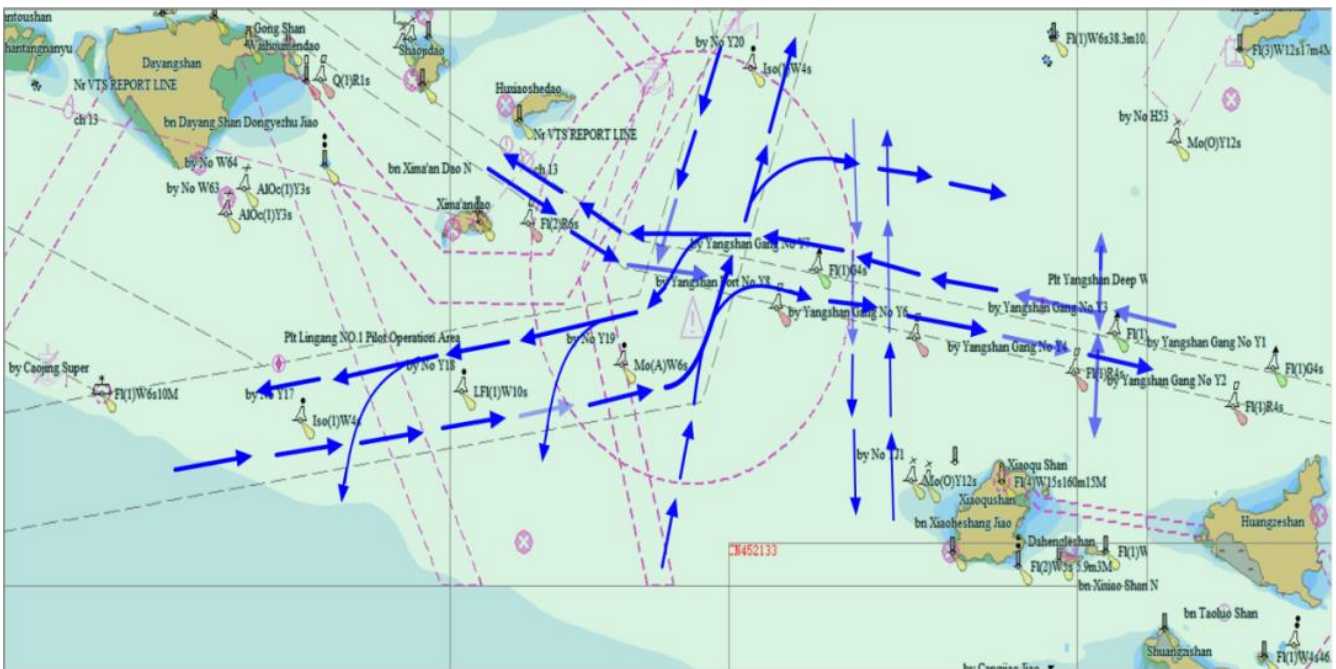


Ships proceeding near this area are advised to:

- I. Keep the Y24 light buoy on your port side;
- II. Pay special attention to southbound and northbound ships intending to cross the channel in waters near Y24 light buoy;
- III. Do not cross the temporary anchoring area for small container ships;
- IV. Communicate and coordinate with each other in advance when approaching, and take avoiding action as appropriate;
- V. Notify the captain to command on the bridge, if appropriate.

14. Pay attention to the complex traffic flows in the waters of Yangshan precautionary area

Traffic flow situations in waters near the Yangshan precautionary area are shown below.



Ships proceeding near this area are advised to:

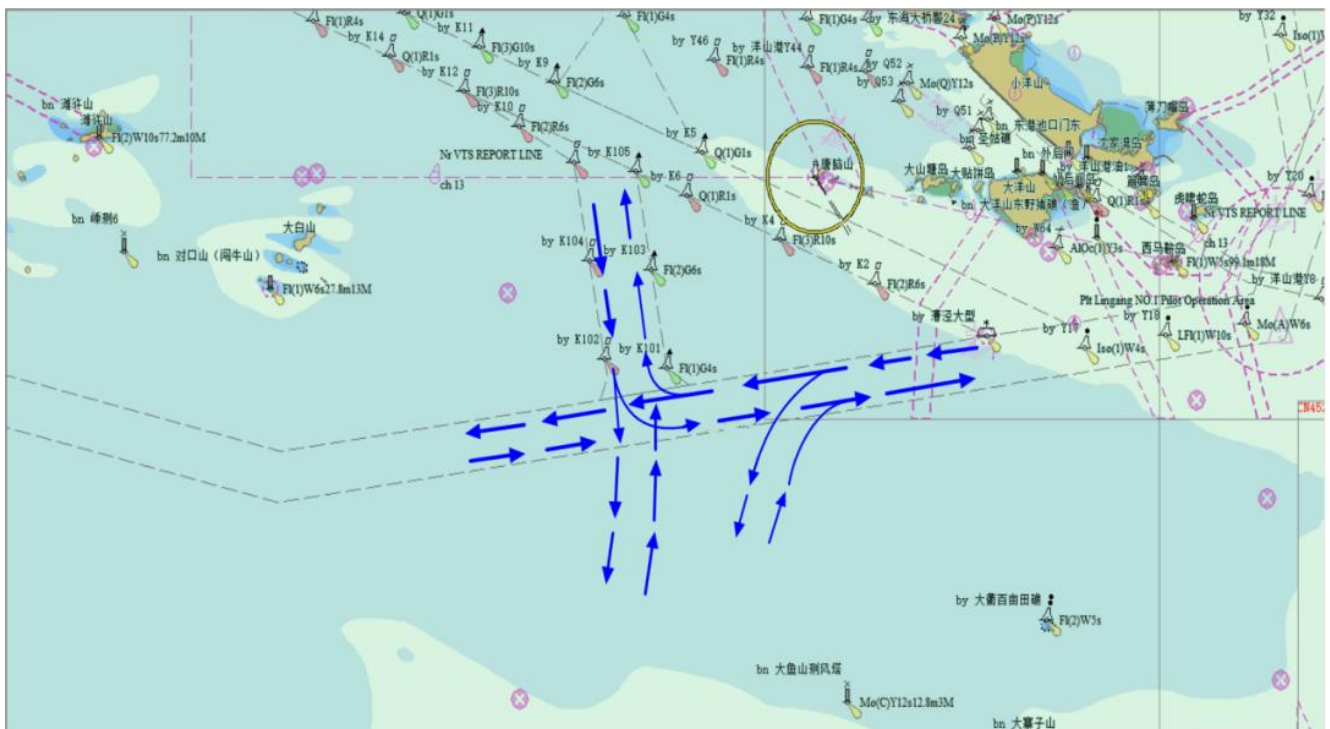
- I. Set voyage plan before sailing, and stand by engine before approaching the precautionary area;
- II. Notify the captain to command on the bridge; pay attention to large container ships entering and leaving Yangshan port, and evaluate the encounter situation in advance;
- III. Avoid proceeding side by side and overtaking in the precautionary area, maintain adequate safe distance for avoiding action, and reduce speed without hesitation to stop the ship if necessary;

IV. Communicate and coordinate with each other to determine the encounter situation and conform the avoiding actions if the risk of collision occurs;

V. Stand by on VHF channel CH13 or CH16, and follow the traffic organization and regulations by Yangshan VTS.

15. Pay attention to complex traffic flows in waters near K101 light buoy

Traffic flow situations in waters near K101 light buoy are shown below.



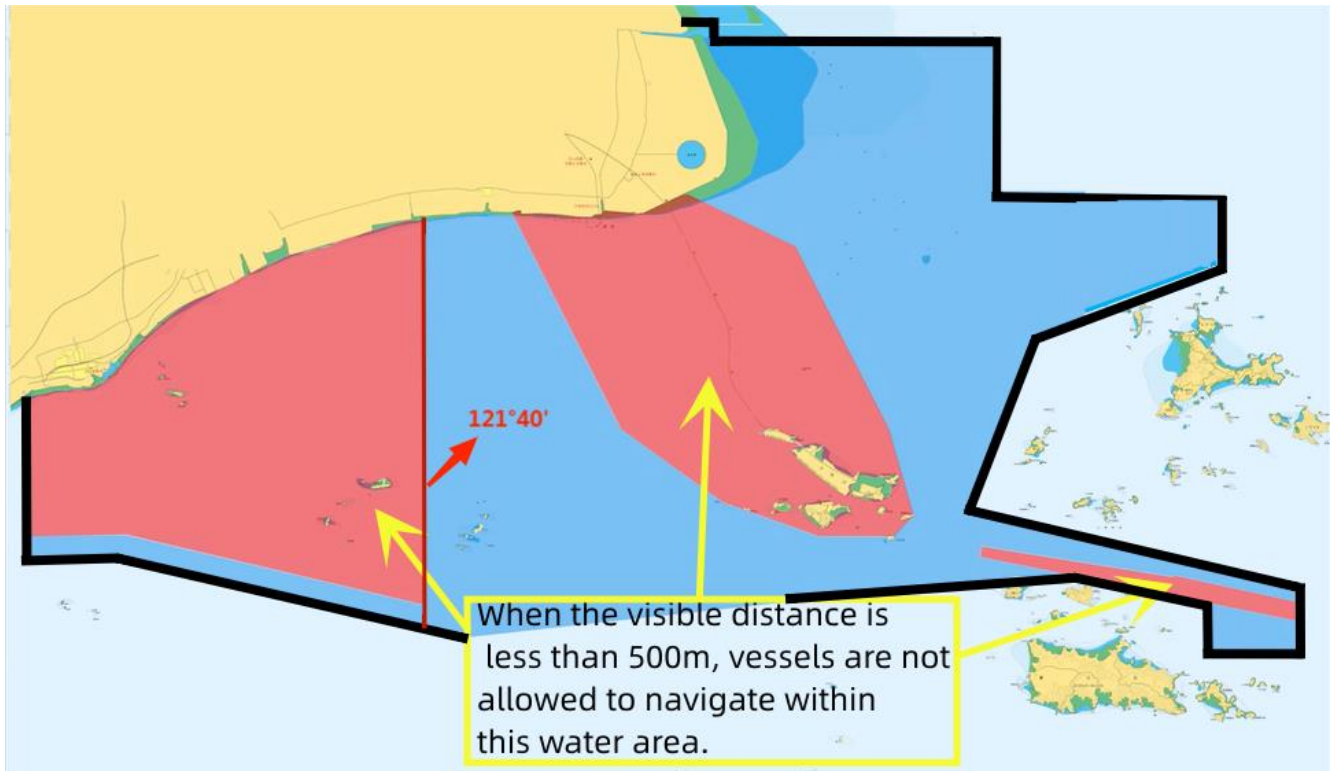
Ships proceeding near this area are advised to:

I. Gather information on traffic situations in waters ahead through radar and AIS and take precautions in advance including but not limited to standing by engine and informing the captain to command on the bridge etc.;

II. Notice that northbound and southbound ships are mostly domestic ships, whose crew cannot communicate with foreigners in English. Meanwhile, these ships proceed with small distances between each other, and sometimes side by side. It is recommended that eastbound and westbound foreign ships should pay attention to nearby ships in advance, adjust speed timely, avoid crossing heavy traffic, and if necessary, stop the engine for the appropriate time to pass through;

III. Stand by on VHF channel CH14 and CH16, and follow the traffic organization and regulation by Yangshan VTS.

16. Pay attention to the restrictions of visibility in Yangshan waters



Ships are prohibited from passing through the Donghai Bridge when visibility is less than 1000 meters;

Ships are prohibited from sailing in the red water area in above chart when the visibility is less than 500 meters. In other waters, it is up to the captain to decide whether to anchor in safe waters to avoid fog or resume sailing; For ships that choose to resume sailing under poor visibility, measures to navigate in the fog shall be implemented as early as possible, which include but are not limited to keeping a sharp lookout, standing by engine, informing the captain to command on the bridge, proceeding at a safe speed, sounding fog signals according to regulations, keeping safe advance and transfer distance from nearby ships, paying more attention to nearby ships, and strengthening the communication with Yangshan VTS, etc. Meanwhile, it is necessary to collect information on the traffic management regulation in the waters ahead.

We hope the above will be of some assistance. If you have any further queries, please feel free to contact with us.

(Note: The information in this circular are sourced from Yangshan MSA/VTS)



SHANGHAI P&I SERVICES LTD.
力保海事服务（上海）有限公司

Yours faithfully,

A handwritten signature in black ink, appearing to be a stylized name, possibly "Y. Li".

General Manager
Shanghai P&I Services Ltd.

Rm301, China P&I Centre, Building 7, No.18 Gongping Road,
Hongkou District, Shanghai 200082, China
24 hour Duty phone: +86 139 1610 7273
Email: pandi@shpni.com.cn | Web: www.shpni.com.cn

Shanghai | Guangzhou | Xiamen | Qingdao | Tianjin | Dalian | *P&I Correspondents in China*