



JAPAN P&I NEWS

外航組合員各位

中国—渤海および黄海における漁船との衝突事故に関するハイリスク水域について

2023年9月1日付で渤海および黄海周辺の禁漁が解除となりました。これを受けて Shandong MSA は、漁船との衝突を防ぐため渤海と黄海周辺における9つのハイリスク水域を発表しています。

これら9つのハイリスク水域の経度緯度と主なリスク等につきまして、中国のコレスポンデント Oasis P&I Services Company Limited から詳細な情報を入手しましたので、添付のとおりご参考に供します。

これによると、ハイリスク水域ではいずれも航行環境が複雑で、多くの漁船が操業しており、過去10年間で漁船との衝突事故のほか、商船同士の事故も複数発生しています。

安全のために

1. 禁漁期間をよくご確認ください。漁場の特性や漁船について適宜安全教育を実施してください。
2. 養殖場や漁場を避けて航行してください。航路選定の際には岸から離れた推奨航路を考慮し、関連する航路システムに厳密に従ってください。
3. COLREGS 1972 ならびに安全管理システムを順守し、見張りを強化し、安全な速度を保って早めの回避行動をとれるよう航行してください。
4. 漁船を回避して航行する際、漁船の運航特性を考慮しなければなりません。船舶と漁船との間で無線によるコミュニケーションが確立できない場合、衝突を回避するためあらゆる利用可能な方法を取り、漁船への警告を行ってください。
5. 2021年5月6日付 China MSA 発行の、中国沿岸水域における商船と漁船との衝突を防止するための安全ガイドラインを確認してください。(添付参照)
6. 衝突事故が発生した、あるいは発生した疑いがある場合には、本船および乗組員、周辺環境等の安全を考慮して、直ちに救出活動を行ってください。その間、船舶は可能なかぎり早期に VHF や電話を介して最寄りの VTS/MSA に連絡してください。船舶の代理店と P&I コレスポンデントにも連絡してください。

以上

添付資料 : Oasis Circular No.2308

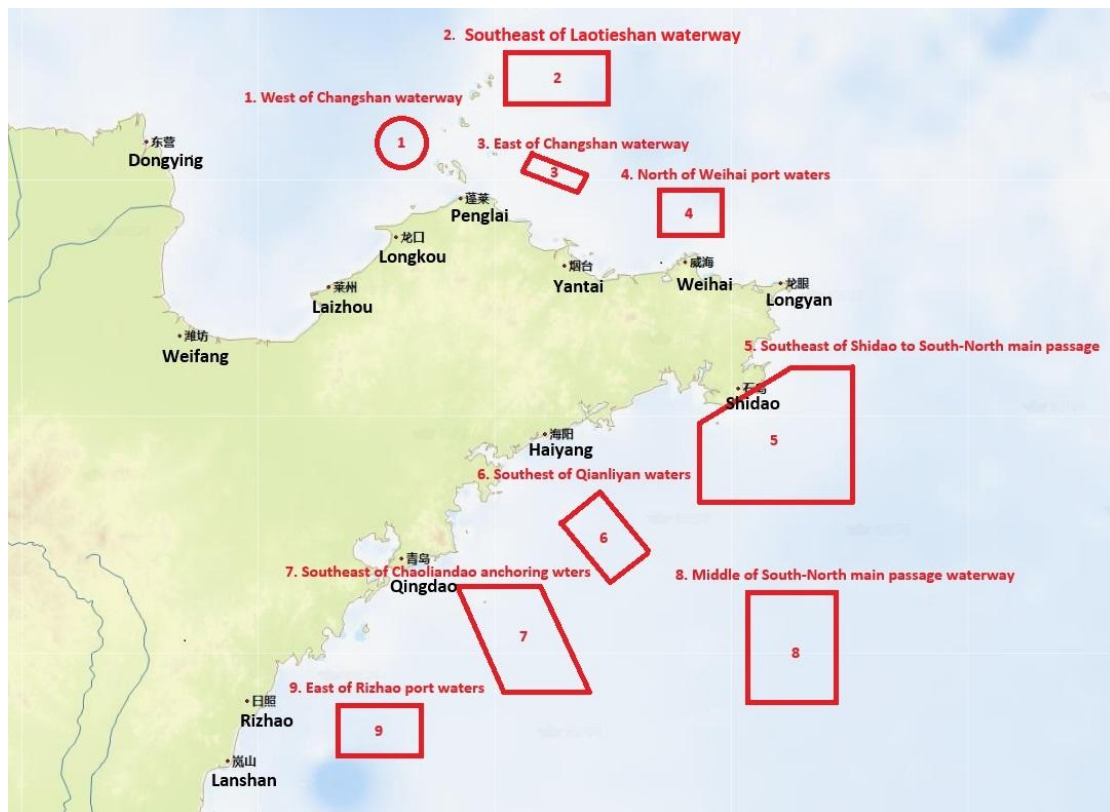
Date: 5 September 2023

Oasis Circular No.:2308

Subject: High risk water areas which are frequent locations of collision incidents between vessels and fishing boats in Bohai Sea and Yellow Sea

The fishing ban around Bohai Sea and Yellow Sea was lifted on 01 September 2023. Shandong MSA published a list of nine high risk water areas in Bohai Sea and the Yellow Sea areas where vessels should strengthen lookout and maintain careful navigation to avoid collision with fishing boats. Shandong MSA also published a navigation alert (No.: SD419/23) on 29 August 2023 in this respect.

The nine areas are illustrated below with coordinates and their main risks.



Nine high risk areas in Bohai Sea and Yellow Sea

1. West of Changshan waterway, an area within a circle of a radius of seven nautical miles with its center at: 120°24' 9.00"E, 38° 5' 8.00"N.

Main risks: Intersection area for vessels from/to Tianjin, Huanghua, Binzhou, Dongying, Weifang, and Longkou ports of Bohai bay and Laizhou bay with quite a few fishing boats. About 5 collision incidents between merchant vessels and fishing boats happened in the past 10 years.

2. Southeast of Laotieshan waterway, an area connected by the four coordinates:

- A. 120°59'47.00"E, 38°15'23.00"N;
- B. 121°36' 3.00"E, 38°15'23.00"N
- C. 121°36' 3.00"E, 38°30' 3.00"N
- D. 120°59'47.00"E, 38°30' 3.00"N

Main risks: Heavy traffic with vessels and fishing boats passing through. Besides, one passenger route within this area. About 7 collision incidents happened in this area in the past 10 years.

3. East of Changshan waterway, an area connected by the four coordinates:

- A. 121° 5'34.00"E, 38° 0'37.00"N
- B. 121°24'57.00"E, 37°55'28.00"N
- C. 121°22'59.00"E, 37°50' 4.00"N
- D. 121° 3' 7.00"E, 37°55'53.00"N

Main risks: This area is located at the northern part of Yantai port west harbour, where vessels entering and/or leaving Yantai port and vessels passing through Changshan waterway will come through. In addition, many fishing boats operate in this area. About 4 collision incidents between merchant vessels and fishing boats happened and 1 collision incident between two merchant vessels also happened in the past 10 years in this area.

4. North of Weihai port waters, an area connected by the four coordinates:

- A. 121°55' 5.00"E, 37°38'10.00"N
- B. 122°17'50.00"E, 37°38'10.00"N
- C. 122°17'49.00"E, 37°51'28.00"N
- D. 121°55' 4.00"E, 37°51'27.00"N

Main risks: This area is outside the coverage of Chengshantou VTS. Vessels passing through ship's routing area of Chengshantou to southern ports of Bohai Bay must transit through this area where there are many vessels and fishing boats. About 5 collision incidents between merchant vessels and fishing boats happened and 1 collision incident between two merchant vessels also happened in the past 10 years in this area.

5. Southeast of Shidao to South-North main passage, an area connected by the five coordinates:

- A. 122°39'43.00"E, 37° 0'42.00"N
- B. 123° 2'47.00"E, 37° 0'42.00"N
- C. 123° 2'47.00"E, 36°22' 6.00"N
- D. 122° 8'45.00"E, 36°22' 6.00"N
- E. 122° 8'45.00"E, 36°44'37.00"N

Main risks: Dense traffic in South-North main passage with mainly passing by vessels. Many fishing boats carry out operation in southeast of Shidao area, so there is a high risk of collision incidents. About 17 collision incidents between merchant vessels and fishing boats happened and 4 collision incidents between two merchant vessels also happened in the past 10 years in this area.

6. Southeast of Qianliyan waters, an area connected by the four coordinates:

- A. 121°19'34.00"E, 36°16'37.00"N
- B. 121°33' 2.00"E, 36°25'13.00"N
- C. 121°51' 5.00"E, 36° 8' 9.00"N
- D. 121°37'37.00"E, 35°59'37.00"N

Main risks: This area is located at the junction of Yantai and Qingdao with sea routes from Chengshantou southern parts to Qingdao port. There are plenty of vessels and fishing boats which coming from/to Rushan fish farm or the T-shaped estuary. A new offshore wind power site is located in the northern part of this area, which makes the navigation environment more complex. About 3 collision incidents between merchant vessels and fishing boats happened in the past 10 years.

7. Southeast of Chaoliandao anchoring waters, an area connected by the four coordinates:

- A. 120°43'17.00"E, 35°58'28.00"N
- B. 120°59' 9.00"E, 35°27' 8.00"N
- C. 121°28'58.00"E, 35°27'12.00"N
- D. 121°11'58.00"E, 35°58'36.00"N

Main risks: This area is outside the coverage of Qingdao VTS, where more than 7,000 vessels per year drop anchors before entering the ports. The long distance from shore makes it difficult to communicate smoothly via AIS. About 3 collision incidents between merchant vessels and fishing boats happened and 1 collision incident between two merchant vessels also happened in the past 10 years in this area.

8. Middle of South-North main passage waterway, an area connected by the four

coordinates:

- A. 122°26'31.00"E, 35°24' 8.00"N
- B. 122°58'30.00"E, 35°24' 8.00"N
- C. 122°58'30.00"E, 35°55'44.00"N
- E. 122°26'31.00"E, 35°55'44.00"N

Main risks: This area spans across the jurisdiction of Qingdao, Dongjiakou, and Rizhao and the shore based AIS cannot cover or effectively connect. There is a lot of merchant vessels passing by, as well as large fishing boats engaging in fishing operations or anchored in this area without maintaining proper lookout. Furthermore, the Rizhao - South Korea passenger route passes through this water area too. About 8 collision incidents between merchant vessels and fishing boats happened and 1 collision incident between two merchant vessels also happened in the past 10 years in this area.

9. East of Rizhao port waters, an area connected by the four coordinates:

- A. 120° 0'45.00"E, 35° 8'32.00"N
- B. 120°30' 5.00"E, 35° 8'32.00"N
- C. 120°30' 5.00"E, 35°23' 0.00"N
- D. 120° 0'45.00"E, 35°23' 0.00"N

Main risks: There are many vessels and fishing boats in the east water area of Shijiu port and Lanshan port of Rizhao. Fishing boats frequently navigate through channels and/or anchorage in the port area. As large tankers often anchor here, there is a high risk of collision between vessels and fishing boats under poor visibility. About 2 collision incidents between merchant vessels and fishing boats happened in the past 10 years.

Suggestions

1. Get familiar with the starting times and ending times of the fishing ban periods. Carry out relevant safety training on the characteristics of fishing areas and fishing boats.
2. Avoid the traditional fish farms and fishing areas. When choosing a route, vessels shall be properly away from shore, apply the recommended routes carefully and strictly follow the relevant ship routing system.
3. Fully comply with relevant provisions of COLREGS 1972 and Safety Management System, ensure there is proper and sufficient lookout, keep a safe speed and take early avoidance actions.
4. In the process of avoiding fishing boats, ship officers shall consider the particular operational characteristics of the fishing boat involved. If effective radio

communication cannot be established between the vessel and the fishing boat, all other available means shall be used to warn the fishing boats of the risk of collision.

5. Be familiar with the safety guidelines for preventing collision between merchant ships and fishing boats in Chinese coastal waters issued by China MSA on 06 May 2021. (See attached our free English translation)

6. In case a collision incident occurs or is suspected to have occurred, rescue operation shall be immediately carried out taking into consideration various factors such as safety of the ship and her crews, the surrounding environment etc. Meanwhile, the ship shall contact the nearest VTS/MSA via VHF or their emergency telephone no. +86 12395 as soon as possible. The ship's agents, P&I Club and its correspondent should also be informed.

We hope the above is of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com anytime.

Best regards,

Oasis P&I Services Company Limited

Attachments:

Free English translation of Safety Guidelines issued by China MSA on 06 May 2021

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