



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の更新情報

2023年5月26日付 Japan P&I News [No.1224](#) でご案内しました、中国の主要養魚場の分布状況についての更新情報をお知らせします。

養魚場の分布範囲は常に変化しており、Rizhao/Lanshan 港および Dalian 港における養魚場は前回ご案内したエリアよりも拡大しています。これらの港における養魚場の経緯度および推奨航路などについて、中国のコレスポンデント Huatai Insurance Agency & Consultant Service Ltd.から添付の情報を入手しましたので、ご参考に供します。

以上

添付資料 : Huatai Circular No. PNI(2023)09



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An Update on the Distribution of Major Fishery Farms along the Coast of China

Dear Sir/Madam,

Huatai has always paid close attention to the distribution of fishery farms along the coastal waters of China and issued relevant Circulars to Clubs/Members in a timely manner in order to reduce the risk of ships accidentally entering fishery farms and the recurrence of similar cases along the coast of China. Following our Circular issued in May this year on the Summary of the Distribution of Fishery Farms along the Coast of China (PNI [2023] 04), we have been continuously updating the distribution of major

fishery farms along the coast of China through the analysis of our case handling data and the Notices published by Chinese Maritime Safety Administration.

The ports mentioned in this Circular are Rizhao/Lanshan Port and Dalian Port.

Rizhao/Lanshan Port

Recently, we noticed that Shandong Maritime Safety Administration issued a Navigation Notice of Lu Hang Tong [2023]0772 (the “Notice”). According to the Notice, there are a large number of navigation obstruction nets in the waters east of Rizhao Port, and the specific geographical coordinates of the navigation obstruction nets are published. Through our plotting, it is noted that the navigation obstruction nets existing areas overlap with the geographical scope of the fishery farms mentioned in the Circular PNI [2023] 04, and most of the navigation obstruction nets areas are distributed beyond the scope of the fishery farms mentioned in previous Circular (please refer to Figure 1).

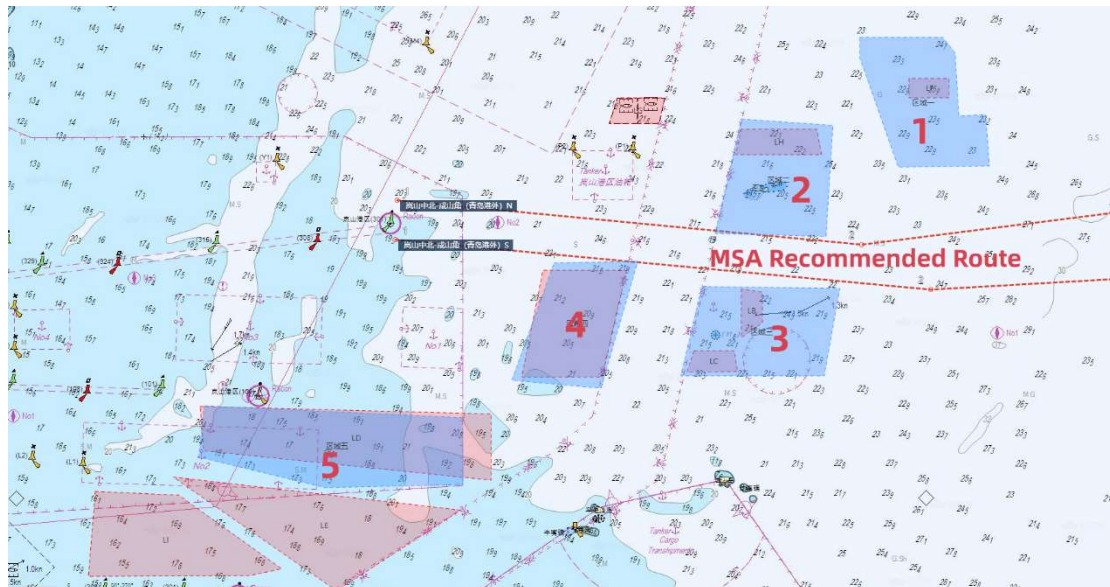


Figure 1

Note: The red areas are fishery farms mentioned in PNI [2023]04 Circular.

The blue areas are the navigation obstruction nets distribution areas mentioned in the Navigation Notice of Lu Hang Tong [2023]0772.

Geographic coordinates of navigation obstruction nets areas:

1) Zone 1 is the water area enclosed by connecting the following 8 coordinates:

35°12'31"N 119°57'59"E

35°12'31"N 120°00'43"E

35°12'05"N 120°01'08"E

35°10'23"N 120°01'15"E

35°10'25"N 120°02'08"E

35°09'02"N 120°02'16"E

35°08'59"N 119°59'15"E

35°11'57"N 119°57'59"E

2) Zone 2 is the water area enclosed by connecting the following 4 coordinates:

35°10'18"N 119°54'04"E

35°10'07"N 119°57'05"E

35°07'07"N 119°56'52"E

35°07'12"N 119°53'12"E

3) Zone 3 is the water area enclosed by connecting the following 4 coordinates:

35°05'46"N 119°52'46"E

35°05'42"N 119°57'19"E

35°03'20"N 119°56'48"E

35°03'20"N 119°52'04"E

4) Zone 4 is the water area enclosed by connecting the following 4 coordinates:

35°06'24"N 119°47'53"E

35°06'26"N 119°50'39"E

35°03'00"N 119°49'26"E

35°03'13"N 119°46'29"E

5) Zone 5 is the water area enclosed by connecting the following 4 coordinates:

35°02'31"N 119°36'19"E

35°02'12"N 119°44'51"E

35°00'23"N 119°44'52"E

35°00'18"N 119°40'19"E

35°01'08"N 119°36'08"E

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

1) Ships shall avoid the above areas when planning their routes, and shall anchor as far away as possible.

2) The above areas are the concentrated distribution areas of navigation obstruction nets, which do not rule out the existence of navigation obstruction nets in the surrounding sea area. Ships shall strengthen lookout, navigate with great caution, and stay away from the above areas when navigating.

In addition, we suggest:

1) Plot the above navigation obstruction nets existing areas on their charts, so that the navigation officers can have an intuitive understanding of their distribution.

2) Ships entering or leaving Rizhao Port can transit safely via the East/North of "Zone 1" (navigation obstruction nets distribution area 1, please refer to Figure 1).

3) Ships entering or leaving Lanshan port are advised to navigate along the following route recommended by MSA to avoid accidentally entering the fishery farms:

Lanshan Port Mid-North Operation Area-Chengsha njiao (Outside Qingdao Port)	North Boundary Line		South Boundary Line		Width (nm)	Course	Distance (nm)	Minimum Chart Depth (m)
	Longitude (E)	Latitude (N)	Longitude (E)	Latitude (N)				
Starting Point	119°42'41"	35°08'06"	119°42'38"	35°07'01"	1.08	095°/275°	13.6	23.0
Turning Point	119°58'02"	35°06'54"	120°00'20"	35°05'40"	1.5	085°/265°	12.3	
Ending point	120°18'34"	35°09'00"	120°10'25"	35°06'09"	2.0			

Dalian Port

According to our case handling records, the scope of the fishery farms in Dalian port waters mentioned in Circular PNI [2023] 04 has been expanded to the west and south. The data available so far indicate that the western boundary of the newly expanded fishery farm is quite close to the eastern boundary of the tanker and cargo ship anchorage, therefore, there is a significant risk of accidentally entering the fishery farms for ships intending to proceed to the anchorage from the waters east of the anchorage (please refer to Figure 2).

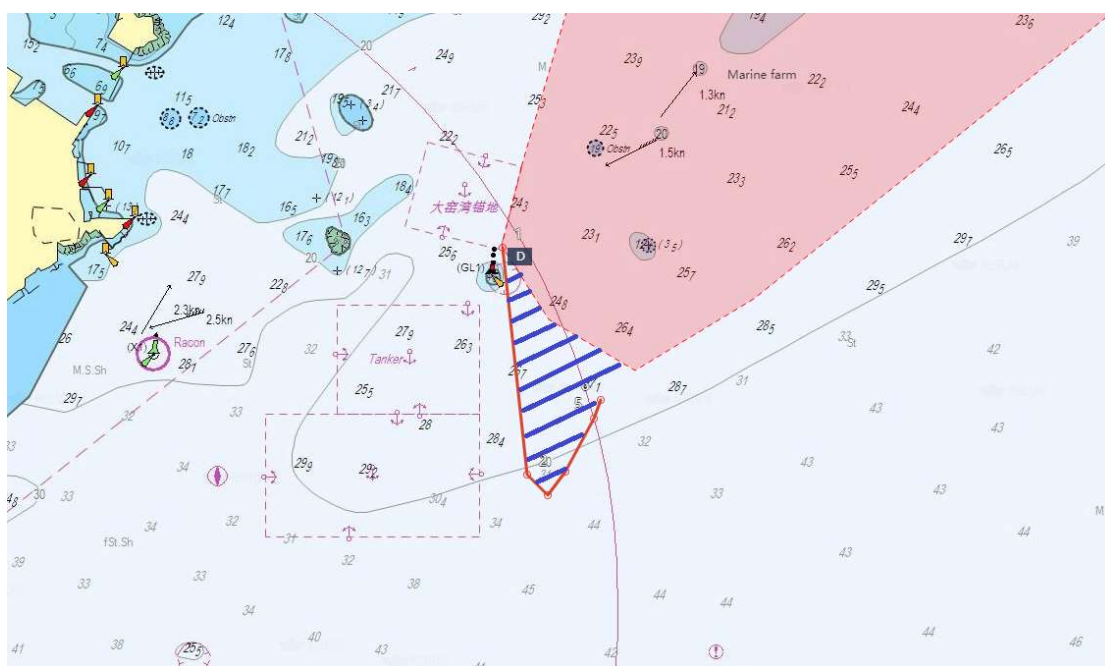


Figure 2

Note: The blue diagonal area is the newly expanded fishery farms

Due to various reasons, we have not yet obtained the precise geographical coordinates of the fishery farms. In light of this, we propose following suggestions for the Clubs/Members' reference:

1) Anchor Position Selection for Arriving Ships

Ships shall give priority to anchoring at the designated anchorage. When anchoring at the anchorage is not possible due to special reasons, ships shall take into account the approximate scope of the fishery farms and try to avoid anchoring in the waters to the east of the anchorage.

2) Route Selection for Entering the Anchorage

Ships may enter the anchorage from the western or southern boundary of the anchorage. If they have to enter from the eastern boundary of the anchorage due to special reasons, they should try their best to navigate close to the eastern boundary of the anchorage to avoid entering the fishery farms.

3) The arriving ships intending to enter the port without anchoring may sail northward to the pilot station safely through the water area west to the anchorage.

4) Ships should maintain close contact with Dalian VTS and jointly take into consideration loss prevention suggestions in Huatai Circular PNI [2023]04, navigate with extreme caution and avoid entering the fishery farms by accident.

Should you have any inquiries, 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