



JAPAN P&I NEWS

外航組合員各位

中国（Tianjin/Yantai 港）—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](#) および 2023年10月20日付 [No.1244](#) 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、中国のコレスポンデント Huatai Insurance Agency & Consultant Service Ltd. から更新情報を入手しましたのでお知らせします。今回は Tianjin/Yantai 港沖における養魚場の分布状況に関する情報です。養魚場の経緯度および推奨航路の詳細などについては、添付をご覧ください。

Tianjin 港沖における養魚場

同港は中国北部に位置し、大変多くの船舶が港内において航行、停泊、操業しているため、Dagukou North Anchorage において安全に停泊できる水域は限られています。錨地内で停泊できない場合は VTS の許可を得た上で錨地外（同錨地の東側）に投錨することもできますが、誤って養殖場に入場するリスクが高まります。

Yantai 港沖における養魚場

養魚場の分布範囲は常に変化していて、当初 [No.1224](#) でご案内したエリアよりも拡大しています。MSA が発表した航行上の注意事項は以下のとおりです。

1. 100,000 DWT 未満の船舶
Chengshanjiao から Yantai 港の Zhifu Bay 区域にむけて航行する場合、Yantai 港から Weihai 港までの公共航路を航行することが推奨される。
2. 100,000 DWT 以上の船舶
Chengshanjiao から Yantai 港の Zhifu Bay 区域、あるいは Yantai 港の西側の区域にむけて航行する場合、Chengshanjiao から Changshan の公共航路を航行し、適切な航路を選んで港湾区域に向かうことが推奨される。

事故防止のために

安全のための提言は以下のとおりです。

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

一や水先人と密に連絡を取ってください。さらに、周辺の環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、誤って養魚場に進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。

以上

添付資料 : Huatai Circular No. PNI(2024)01



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

Dear Sir/Madam,

Following the publication of Huatai Circular on the Summary of the Distribution of Major Fishery Farms along the Coast of China (PNI[2023]04) in May 2023 and Huatai Circular for updating the distribution of fishery farms near Rizhao/Lanshan and Dalian port (PNI[2023]09) in October 2023, we are issuing this Circular to continue updating the distribution of fishery farms along the coast of China.

The fishery farms mentioned in this Circular are located in the waters off Tianjin Port and Yantai Port.

Fishery Farms in the Waters off Tianjin Port

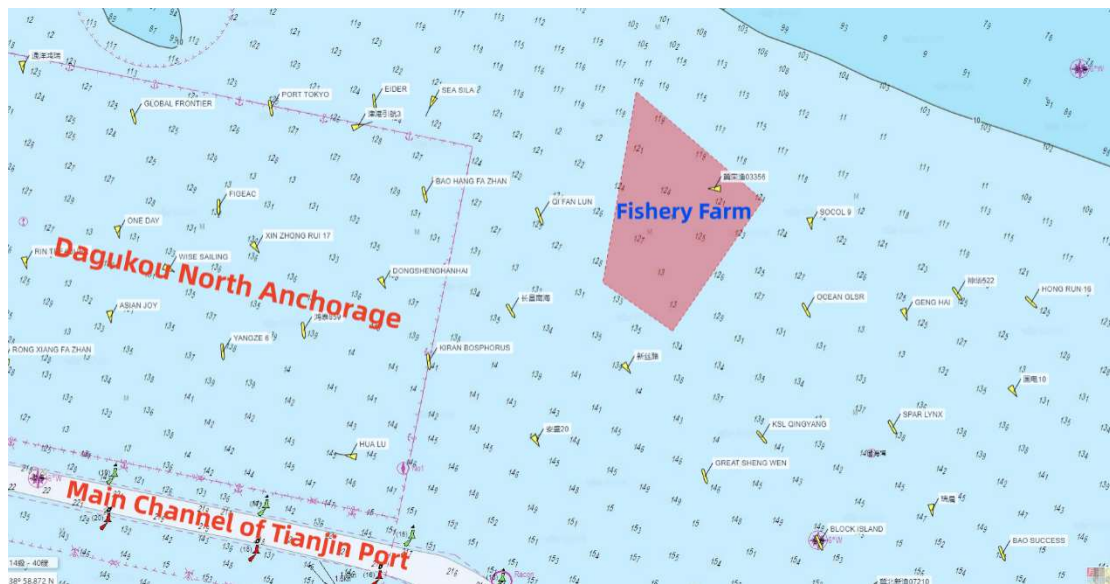
The case materials obtained by us indicate that there are fishery farms in the waters connecting the following 4 coordinates:

38°56'48.4800"N 118°08'48.7133"E

38°57'40.6367"N 118°09'34.7977"E

38°58'23.9148"N 118°08'30.1613"E

38°57'07.8551"N 118°08'13.3396"E



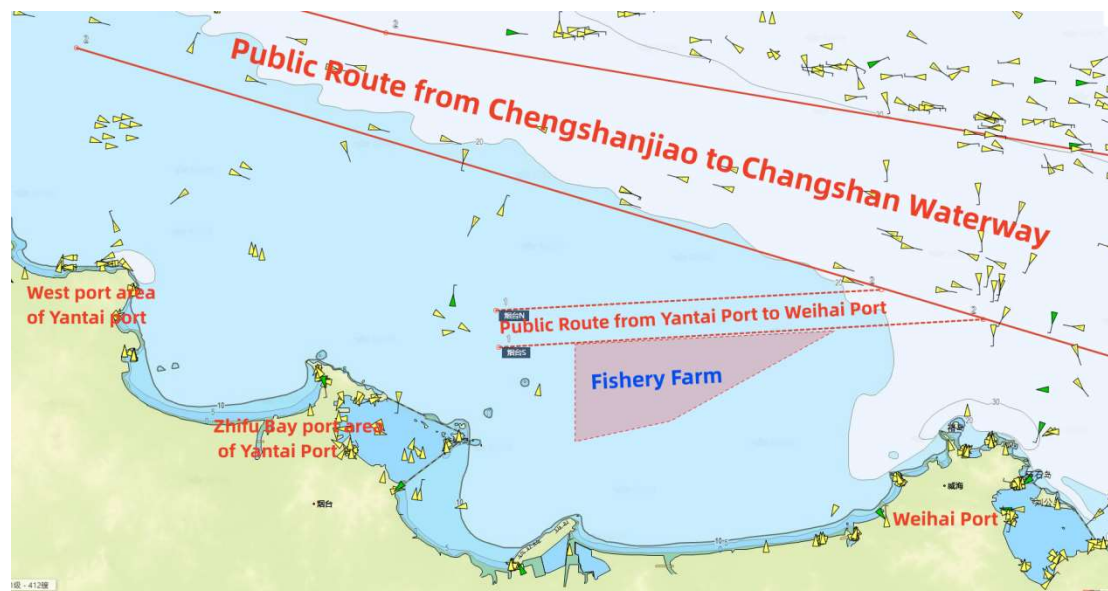
The above water area is located in the north of the main channel of Tianjin Port and east of Dagukou North Anchorage, around 2 nautical miles from the main channel and around 1 nautical mile from the northeast corner of Dagukou North Anchorage.

Tianjin port is a busy port in northern China, there are numerous ships navigating, anchoring and operating in the port and the water area for safe anchoring in the

anchorage, especially in Dagukou North Anchorage is limited. When a suitable anchor position is unavailable within the anchorage, ships planning to anchor at the Dagukou North Anchorage may choose to drop anchor outside the anchorage (east of the Anchorage) if permitted by VTS. In this case, the risk of ships accidentally entering the fishery farm will be increased.

Fishery Farms in the Waters off Yantai Port

On January 12, 2024, Shandong Maritime Safety Administration issued Navigation Notice “Luhangtong[2024]0029”, announcing the public route from Chengshanjiao to Changshan waterway, the public route from Yantai port to Weihai port and the latest geographical scope of the fishery farms on the south side of the route. We have noticed that the latest geographical scope of the fishery farms has been expanded compared to the scope of the fishery farms described in the Circular PNI[2023]04.



1. Distribution of the Fishery Farms

Around 200 meters to the south of the public route from Yantai Port to Weihai Port, there are fishery farms in the waters connecting the following 4 coordinates:

37°38'39"N 121°38'48"E

37°39'24"N 121°56'30"E

37°34'30"N 121°45'20"E

37°33'24"N 121°38'48"E

2. Public Routes

(1) Public Route from Chengshanjiao to Changshan Waterway

North Boundary of the Public Route:

37°44'02"N 122°51'32"E

37°55'30"N 121°25'54"E

37°59'23"N 121°07'23"E

South Boundary of the Public Route:

37°32'49"N 122°37'09"E

37°54'41"N 121°04'49"E

(2) Public Route from Yantai Port to Weihai Port

North Boundary of the Public Route:

37°40'30"N 121°33'24"E

37°41'36"N 121°59'42"E

South Boundary of the Public Route:

37°38'30"N 121°33'36"E

37°40'00"N 122°06'36"E

3. Precautions Mentioned in the Navigation Notice Issued by the MSA

(1) Ships below 100,000 DWT sailing from Chengshanjiao to Zhifu Bay port area of Yantai Port are recommended to navigate along the public route from Yantai Port to

Weihai Port.

(2) Ships with 100,000 DWT or above sailing from Chengshanjiao to the Zhifu Bay port area or ships sailing to the West port area of Yantai port are recommended to navigate along the public route from Chengshanjiao to Changshan waterway and choose appropriate waters to turn to the port area.

Our Suggestions

When navigating in the above waters, ships are suggested to navigate with caution and consider taking appropriate actions and preventive measures as suggested in Huatai Circular PNI[2023]04, which are quoted as follows for your easy reference:

(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 are 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.

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