



# JAPAN P&I NEWS

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外航組合員各位

## 中国ー主要水域における 1 回の船位通報の円滑化措置について

中国のコレスポンデント Huatai Insurance Agency & Consultant Service Ltd.から、中国海事局（China MSA）による主要水域における 1 回の船位通報の円滑化措置の実施に関する 2024 年 10 月 21 日付通達の情報を入手しましたので、添付のとおりご案内します。

同措置は 2024 年 11 月 21 日から実施され、主水域は、環渤海（Bohai Rim）区域、長江（Yangtze River）デルタおよび長江本流区域、珠江（Pearl River）デルタ区域、瓊州海峡（Qiongzhou Strait）区域および北部湾（Beibu Gulf）区域で、対象船舶は全長 80 メートル以上の AIS 情報を表示する船舶です（旅客船および試験航海中の船舶は除く）。

同措置の実施に際し、AIS や VHF 等の船内通信装置が適切に機能していることを確認し、該当水域に入る前の段階で AIS 情報が正確に表示されているか確認を行うようにしてください。また、乗組員への周知を図り、報告要件および関連する注意事項を事前に十分熟知しておくよう注意喚起することを推奨します。詳細については、添付資料をご参照ください。

以上

添付資料：Huatai Circular No.PNI (2024) 10



**PNI [2024] 10**

**27 November 2024**



## **The Facilitation Measures for "One-time Ship Position Reporting" Implemented in Major Waters of China**

Dear Sir / Madam,

On October 21, 2024, the Maritime Safety Administration (MSA) of the People's Republic of China issued the "Announcement on Implementing the Facilitation Measures for 'One-time Ship Position Reporting' in Major Waters

across the Country" (the "Announcement"), deciding to implement the "One-time Ship Position Reporting" facilitation measures in major waters of China starting from November 12, 2024. This Circular will briefly introduce the main contents of the Announcement and provide our comments and suggestions for reference by the Clubs and their Members.

## **Main Contents of the Announcement**

### **Major Waters for Implementing the "One-time Ship Position Reporting" Measures**

1. The Bohai Rim region: The Vessel Traffic Service (VTS) areas under the jurisdiction of Tianjin, Liaoning, Hebei, and Shandong MSA.
2. Yangtze River Delta and the Main stream of the Yangtze River region: VTS areas under the jurisdiction of Shanghai, Zhejiang, Fujian, Yangtze River, Jiangsu, and Lianyungang MSA.
3. Pearl River Delta region: VTS areas under the jurisdiction of Guangdong and Shenzhen MSA.
4. Qiongzhou Strait region: Qiongzhou Strait VTS area under the jurisdiction of Hainan MSA.
5. Beibu Gulf region: Beihai, Qinzhou, and Fangcheng VTS areas under the jurisdiction of Guangxi MSA.

### **Applicable Ships**

Ships with a length of 80 meters and above that accurately display the Automatic Identification System (AIS) information, excluding passenger ships

and ships on trial voyages.

## **Reporting Contents**

The reporting contents required by the competent authority, such as the name, position of the ship, etc.

## **Reporting Methods**

1. After entering each region as described above, a ship shall submit a position report to the VTS center by means of very high frequency (VHF) telephony or other effective means when passing through the first VTS reporting line specified by the competent authority.
2. When a ship leaves her berth, she shall submit a dynamic report to the local or designated VTS center by VHF or other effective means.
3. Ships that have completed the above reports are not required to report when passing other VTS reporting lines in their respective regions.

## **Other Matters**

"Ship Position Reporting" refers to the reports made by ships when passing the VTS reporting lines. Ships that have submitted one-time ship position reports are not exempt from the obligation to keep listening watch on the VHF channels as prescribed by the competent authorities, nor are they exempt from the reporting obligation to apply for waterways, anchorages, berths, when passing through special areas such as bridges and when they are in emergency or under abnormal circumstances.

## Comments and Suggestions

The implementation of the "One-time Ship Position Report" facilitation measures has significantly simplified the reporting procedures after ships enter the VTS reporting area, effectively reduced the reporting burden on crew members, so that they can devote more time and energy to the safe navigation of ships. Therefore the implementation of this measure will help reduce the navigation safety risks that associated with factors such as fatigue and distraction. Meanwhile, with the implementation of "One-time Ship Position Reporting" measure, VTS staff will obtain all the key information of ships when they pass the first reporting line within the region. By following this practice, VTS staff could allocate their time and energy saved from additional reports to other critical field, such as the strict supervision of key ships, key areas and the high-risk periods, which will significantly improve their supervision effectiveness and efficiency.

Taking into account the implementation of this new facilitation measure, we suggest ships to ensure their onboard communication devices such as the AIS and VHF telephony are functioning properly, and verify the accuracy and completeness of the dynamic / static information that displayed on their AIS before entering the waters where the "One-time Ship Position Reporting" measures is applicable.

Additionally, in order to ensure that crew members comply with and effectively implement these measures, shipping companies are also suggested to actively fulfill their management responsibilities by reminding the relevant crew members onboard ships bound for Chinese ports to understand the "One-time Ship Position Reporting" measures and familiarize themselves with the reporting requirements and relevant precautions well in advance.

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

Best regards,

A handwritten signature in black ink, appearing to be 'Cui Jiyu' in Chinese characters, written in a cursive style.

CUI Jiyu

Head of Marine Team