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CIRCULAR

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Notice on Optimization Adjustments to Partial Sections of South Channel in Yangtze River Estuary and Safe Navigation Recommendations

Dear Sir / Madam,

Recently, the Vessel Traffic Service Center of Wusong Maritime Safety Administration (hereinafter referred to as the "Wusong VTS Center") issued a notice on the optimization and adjustment of navigation aids and channel alignment for the section between Jiuduansha Precautionary Area and S1 Light

Buoy in the South Channel of the Yangtze River Estuary. As a core waterway serving Shanghai Port and other Yangtze River ports, the South Channel experiences a persistent high density of ship traffic throughout the year. We hereby issue this Circular, outlining the details of the channel adjustment and providing specific navigation recommendations for the reference of Clubs and their Members.

Key Adjustment Items

1. Affected Waters

The South Channel and its adjacent waters between the upper stream boundary of Jiuduansha Precautionary Area and the S1 Light Buoy.

2. Adjustments to Navigation Aids

Adjustments only involve positional adjustment of navigation aids (including virtual navigation aids) in the section between S25 and S1 light buoys. The coordinates of the navigation aids before and after the adjustments are detailed in the attached document. Other technical parameters (shape, color, light characteristics, range, etc.) of the buoys remain unchanged.

3. Adjustments to Channel Axis and Boundary Lines

The channel axis and boundary lines between the Jiuduansha Precautionary Area and S5 Light Buoy have been adjusted southward, while maintaining existing artificial channel dimensions (width, depth).The channel axis between S5 and S1 buoys maintains its original designed alignment.

Our Suggestions

To ensure navigation safety in the adjusted South Channel waters, we suggest that transiting ships (particularly those navigating in this area for the first time after adjustment) consider adopting the following measures:

1. Closely monitor and proactively obtain navigation notices, warnings, and dynamic information released by maritime authorities. Alternatively, seek assistance from port agents to acquire the latest information regarding adjustments to the South Channel and navigation aids. Conduct a thorough verification of key parameters such as navigation aids coordinates, waterway boundary lines, etc., and avoid undue over-reliance on historical navigation data (e.g., obsolete charts, previous voyage records).

2. Timely update affected navigational charts via appropriate means such as official chart services or electronic data synchronization. It is also advisable to place prominent markings on the charts for the boundaries of the new channel, so as to remind watch-keeping officers to pay close attention to changes in channel conditions and prevent the occurrence of grounding accidents.

3. Strictly implement the following measures when navigating:

- Maintain continuous watch on Wusong VTS Center's designated working channel and strictly comply with VTS instructions for navigation.
- Enhance lookout (recommend deploying dual lookouts on bridge and forecastle), pay attention to avoiding other ships, particularly construction ships (navigation mark construction ships, dredgers, etc.).
- Maintain safe speed and sufficient clearance from adjacent ships.
- Avoid single-navigation-method reliance. Conduct frequent position verification through multiple means (GPS, Radar, visual navigation verification, etc) to ensure continuous safe navigation.

4. If discrepancies are found between the actual positions of navigation aids and

their charted positions, or if there is any suspicion of misjudgment regarding channel boundaries, the ship shall immediately reduce speed to the minimum safe speed. At the same time, it shall report the emergency to the Wusong VTS Center and request real-time navigation guidance. Unauthorized deviation from the channel, anchoring, or stopping is strictly prohibited.

5. In the event of a collision with another ship, an allision with an object, or an emergency such as grounding or loss of ship control, the ship must immediately report the emergency to the Wusong VTS Center and activate the shipboard emergency response plan. Afterwards, the ship may contact Huatai to coordinate on-site investigation, assist in liaising with the maritime authority, and preserve key evidence (such as VDR information, navigation logs, crew interview records, etc.) to minimize accident losses and protect the legitimate rights and interests of the Shipowner to the greatest extent.

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

Attachment:

Navigation Aids Coordinates Before and After Adjustment (as per information released by the Wusong VTS Center)

No.	Name	Light Characteristic	Type of Navigation Aids	Coordinates (Before Adjustment)		Coordinates (After Adjustment)	
				N	E	N	E
1	S1 Light Buoy	Mo (A) W 6s	Safe Water Mark	31°00'17.3″	122°28'11.4″	31°00'20.1″	122°27'57.2″
2	S1	/	Safe Water Mark (AIS)	31°00'17.3"	122°28'11.4"	31°00'20.1"	122°27'57.2"
3	S2 Light Buoy	LFl W 10s	Safe Water Mark	31°00'38.2"	122°26'27.9"	31°00'41.1"	122°26'12.5"
4	S3 Light Buoy	Oc W 4s	Safe Water Mark	31°00'58.8"	122°24'45.8"	31°01'02.3"	122°24'27.8"
5	S4 Light Buoy	Mo(A) W 6s	Safe Water Mark	31°01'18.9"	122°23'03.8"	31°01'23.2"	122°22'43.0"
6	S5 Light Buoy	LFl W 10s	Safe Water Mark	31°01'39.8"	122°21'21.9"	31°01'44.3"	122°20'58.3"
7	S6 Light Buoy	Oc W 4s	Safe Water Mark	31°02'00.1"	122°19'40.0"	31°01'50.4"	122°19'19.7"
8	S7 Light Buoy	Mo (A) W 6s	Safe Water Mark	31°02'20.3"	122°17'58.5"	31°01'56.4"	122°17'41.1"
9	S8 Light Buoy	LFl W 10s	Safe Water Mark	31°02'39.3"	122°16'23.0"	31°02'02.4"	122°16'02.5"
10	S9 Light Buoy	Oc W 4s	Safe Water Mark	31°02'44.2"	122°14'45.9"	31°02'08.4"	122°14'23.9"
11	S10 Light Buoy	Mo (A) W 6s	Safe Water Mark	31°02'50.2"	122°12'45.0"	31°02'14.8"	122°12'45.0"
12	S10	/	Safe Water Mark (AIS)	31°02'50.2"	122°12'45.0"	31°02'14.8"	122°12'45.0"
13	S11 Light Buoy	Fl(3) G 10s (Syn)	Starboard Lateral Mark	31°03'19.0"	122°10'40.2"	31°02'41.8"	122°10'37.1"
14	S11	/	Starboard Lateral Mark (AIS)	31°03'19.0"	122°10'40.2"	31°02'41.8"	122°10'37.1"
15	S12 Light Buoy	Fl(3) R 10s (Syn)	Port Lateral Mark	31°02'29.9"	122°09'19.2"	31°02'05.5"	122°09'51.6"
16	S12	/	Port Lateral Mark (AIS)	31°02'29.9"	122°09'19.2"	31°02'05.5"	122°09'51.6"
17	S13 Light Buoy	Q G (Syn)	Starboard Lateral Mark	31°03'24.2"	122°08'51.2"	31°02'50.3"	122°08'17.2"
18	S14 Light Buoy	Q R (Syn)	Port Lateral Mark	31°02'49.6"	122°07'22.3"	31°02'29.5"	122°07'13.4"
19	S15 Light Buoy	Fl G 4s (Syn)	Starboard Lateral Mark	31°03'55.7"	122°06'34.7"	31°03'27.8"	122°06'22.4"

20	S16 Light Buoy	Fl R 4s (Syn)	Port Lateral Mark	31°03'25.6"	122°05'32.6"	31°03'05.4"	122°05'23.7"
21	S17 Light Buoy	Fl(2) G 6s	Starboard Lateral Mark	31°04'33.0"	122°04'20.7"	31°04'10.8"	122°04'10.9"
22	S18	/	Port Lateral Mark (AIS Virtual Mark)	31°03'54.0"	122°03'38.6"	31°03'40.2"	122°03'38.7"
23	S20 Light Buoy	Fl(3)R 10s (Syn)	Port Lateral Mark	31°04'24.0"	122°01'42.0"	31°04'25.1"	122°01'42.6"
24	S23 Light Buoy	Fl G 4s (Syn)	Starboard Lateral Mark	31°05'45.0"	121°59'52.0"	31°05'57.0"	121°59'50.4"
25	S25 Light Buoy	Q G	Starboard Lateral Mark	31°06'38.0"	121°58'26.0"	31°06'40.3"	121°58'27.7"
26	NAN CAO 1	/	Starboard Lateral Mark (AIS Virtual Mark)	31°03'06.4"	122°10'29.7"	31°02'32.7"	122°10'26.9"
27	NAN CAO 2	/	Port Lateral Mark (AIS Virtual Mark)	31°02'48.1"	122°10'06.3"	31°02'14.6"	122°10'03.6"
28	NAN CAO 3	/	Starboard Lateral Mark (AIS Virtual Mark)	31°03'12.9"	122°08'17.1"	31°02'40.3"	122°08'21.4"
29	NAN CAO 4	/	Port Lateral Mark (AIS Virtual Mark)	31°02'54.9"	122°08'04.7"	31°02'21.4"	122°08'09.8"
30	NAN CAO 5	/	Starboard Lateral Mark (AIS Virtual Mark)	31°03'44.5"	122°06'19.7"	31°03'21.6"	122°06'09.6"
31	NAN CAO 6	/	Port Lateral Mark (AIS Virtual Mark)	31°03'28.7"	122°06'02.9"	31°03'06.2"	122°05'53.0"
32	NAN CAO 7	/	Starboard Lateral Mark (AIS Virtual Mark)	31°04'21.4"	122°04'06.7"	31°04'02.0"	122°04'06.1"
33	NAN CAO 8	/	Port Lateral Mark (AIS Virtual Mark)	31°04'03.1"	122°03'59.0"	31°04'01.8"	122°03'12.0"
34	NAN CAO 9	/	Starboard Lateral Mark (AIS Virtual Mark)	31°04'51.2"	122°02'18.9"	31°04'44.5"	122°02'15.3"
35	NAN CAO 10	/	Port Lateral Mark (AIS Virtual Mark)	31°04'32.9"	122°02'11.0"	31°04'26.2"	122°02'07.4"
36	NAN CAO 12	/	Port Lateral Mark (AIS Virtual Mark)	31°05'03.1"	122°00'21.9"	31°05'01.0"	122°00'37.4"
37	NAN CAO 13	/	Starboard Lateral Mark (AIS Virtual Mark)	31°05'31.3"	121°59'54.0"	31°05'18.5"	122°00'47.6"
38	NAN CAO 14	/	Port Lateral Mark (AIS Virtual Mark)	31°05'28.0"	121°59'03.8"	31°05'17.1"	121°59'56.0"
39	NAN CAO 15	/	Starboard Lateral Mark (AIS Virtual Mark)	31°06'05.2"	121°58'37.4"	31°05'39.7"	121°59'52.8"
40	NAN CAO 16	/	Port Lateral Mark (AIS Virtual Mark)	31°06'01.1"	121°58'02.2"	31°06'01.1"	121°58'02.2"
41	NAN CAO 17	/	Starboard Lateral Mark (AIS Virtual Mark)	31°06'18.2"	121°58'13.1"	31°06'18.1"	121°58'13.1"

42	H18 Light Buoy	Mo (O) Y 15s	Special Mark for Underwater Constructions	31°03'16.8"	122°05'37.6"	31°02'35.1"	122°05'56.5"