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Collision Risks between Merchant Vessels and Fishing Vessels in China's Coastal Waters: Analysis and Prevention Recommendations

Dear Sir/Madam,

Collisions between merchant vessels and fishing vessels have become a prominent safety risk in maritime transportation. Such accidents not only tend to cause severe casualties and property losses but also pose potential threats to the marine environment. In recent years, although the number of such

collision accidents in China's coastal waters has exhibited a yearly downward trend, the casualty rate per accident remains notably high.

A recent collision accident involving a Panamanian-flagged merchant vessel and a fishing vessel occurred approximately 110 nautical miles east of Tianjin Port, resulting in the sinking of the fishing vessel and 10 fatalities or missing persons. This accident again serves as a reminder to all parties that effective measures must be adopted to minimize the occurrence of such accidents.

In this context, this Circular is issued to analyze the occurrence patterns, distribution characteristics, and underlying causes of such accidents. It also puts forward targeted preventive recommendations to support Members' safety management and minimize the likelihood of the occurrence of such collisions.

Characteristics of Collision Accidents between Merchant Vessels and Fishing Vessels in China's Coastal Waters

1. Geographic Distribution of Collision Accidents

High-risk areas for merchant vessel-fishing vessel collisions are mainly concentrated in the following water types:

- Areas where customary routes of merchant vessels overlap with fishing grounds.
- Port anchorages and approach/departure channels.
- Waters with concentrated fishing activities during fishing seasons.
- Inshore waters with complex ocean currents and tides.

2. Temporal Patterns of Accidents

- **Annual Cycle**

The high-risk period for such accidents is typically before the summer fishing ban (April–June) and after the ban is lifted (September–November) each year. During these periods, intensive fishing vessel operations lead to a sharp increase in maritime traffic density in coastal waters, thereby significantly raising collision risks.

- **Daily Cycle**

Accident investigation results have found that the vast majority of collisions occurred at night, particularly between 23:00 and 04:00 the next day.

3. Vessel Types Involved and Accident Consequences

3.1 Vessel Types Involved

- Container ships and bulk carriers are the primary vessel types involved in such collisions. These vessels typically sail at high speeds and have significant inertia, resulting in shorter collision avoidance response times and severe damage to fishing vessels.

- Trawlers and purse seiners account for the highest proportion of accidents. Trawlers have a wide range of extended fishing gear, while purse seiners operate in dense groups. These characteristics significantly elevate the likelihood of collisions with merchant vessels.

3.2 Accident Consequences

Owing to their small tonnage and weak ability to withstand impacts from merchant vessels, fishing vessels exhibit substantially higher sinking and casualty rates, while merchant vessels primarily suffer partial hull damage, with extremely lower sinking and casualty rates.

Analysis of Causes of Collision Accidents between Merchant Vessels and Fishing Vessels in China's Coastal Waters

Investigation and analysis indicate that in most cases, both merchant and fishing vessels bear varying degrees of responsibility for the occurrence of such accidents. There are several factors that cause the accident and may involve aspects such as vessel manoeuvre, safety awareness, environmental backgrounds, and equipment that was operated on both sides.

1. Merchant Vessel Aspects

1.1 Improper and Inadequate Look-out

Some officers on watch (OOW) fail to properly perform look-out duties, e.g., over-relying on navigation equipment, like Radar, ECDIS, AIS, whilst neglecting the importance of visual look-out. Furthermore, in nighttime or restricted visibility conditions, the bridge may fail to maintain sufficient lookout personnel as appropriate to the prevailing circumstances and conditions, resulting in a failure to detect fishing vessels at an early stage.

1.2 Insufficient Risk Anticipation

The actual density of fishing vessels during specific periods in China's coastal waters often exceeds the OOW's expectations of the traffic environment. This scenario often causes OOWs to fail to develop adequate response plans to address potential risks and the dynamic changes in the navigational

environment, including:

- Failure to plan routes in advance to avoid dense fishing areas.
- Failure to prepare the vessel in all aspects for immediate maneuvering.
- Failure to promptly call the master to the bridge for supervision and support when circumstances so demanded.

1.3 Inappropriate Collision Avoidance Maneuvers

- Failing to take collision avoidance actions in ample time to keep well clear of fishing vessels in accordance with the International Regulations for Preventing Collisions at Sea (hereafter referred to as “COLREGS”). Accident investigations have shown that some OOWs tend to take action only when approaching fishing vessels at close range. This may leave inadequate time for collision avoidance decision-making or even lead to hasty judgments, resulting in unsatisfactory collision avoidance outcomes.
- Some merchant vessels that are involved in collision accidents adopt a succession of small course alterations and/or speed adjustments, particularly some OOWs attempt to avoid collisions through small course alterations via autopilot after determining the risk of collisions. These practices are prone to render fishing vessels to misjudge the situation and collision avoidance intentions of merchant vessels, and ultimately result in collisions due to uncoordinated actions taken by both parties.
- The available manoeuvring space for merchant vessels is extremely limited upon entering waters with concentrated fishing vessels, which makes it difficult for the merchant vessels to execute effective collision

avoidance actions (e.g., substantial course alterations and/or speed adjustments) as mandated by COLREGS. Even if such measures are taken with utmost endeavor, the merchant vessels may still find it is rather difficult for them to maintain a safe distance from fishing vessels (and their extended fishing gear). Additionally, it must be noted that the high density of fishing vessels significantly narrows the margin of error for merchant vessels' emergency actions, which in turn escalates the collision risk.

1.4 Navigation Equipment Issues

- Due to their smaller size and limited radar cross-section, fishing vessels can be difficult for merchant ships to detect effectively on radar, particularly in rough sea conditions. Furthermore, traditional merchant vessel radar also has a weak ability to distinguish net signals from sea clutter. As a result, it is not uncommon for fishing vessels (and their nets) to be visually detected only when they are in close proximity to the merchant vessel.
- AIS information can be overlaid on radar and ECDIS, which may lead OOWs to over-rely on AIS data while neglecting the key operation of radar plotting. If a fishing vessel's AIS transmits incorrect or inaccurate data due to malfunctions, signal interference, or other factors, the merchant vessel is highly likely to make inappropriate collision avoidance decisions based on such data.
- Some fishing vessels deploy large quantities of fishing gear fitted with AIS beacons at sea. Excessive AIS signals from these gears can flood the radar screen, significantly impairing the merchant vessel OOW's ability to identify vessels with collision risks and thereby creating a major challenge to navigational safety.

2. Fishing Vessel Aspects

2.1 Failure to Maintain Proper Look-out

Due to the mindset of prioritizing production over safety among some fishing vessels, their bridge watchkeepers, who ought to be maintaining a proper watch on the bridge, often take part directly in fishing operations on deck, leaving the bridge unmanned.

2.2 Weak Safety Awareness

- Fishing in waters such as merchant vessels' customary routes, anchorages, inbound/outbound port channels, and improper activities like crossing channels will significantly increase the risks of collision.
- Under the Influence of local customs, some fishing vessels tend to cross the bow of merchant vessels at close range, with the misconception that merchant vessels will invariably give way to them.
- To protect their gear from approaching merchant ships, fishing vessels may make sudden, unpredictable manoeuvres, significantly increasing collision risk.
- Fail to display lights and shapes in accordance with COLREGS, preventing merchant vessels from accurately determining the type and movement of the fishing vessels.

2.3 Inadequate Navigation Skills

- Some crews on fishing vessels lack a thorough understanding of COLREGS and rely heavily on personal experience when navigating. They

may fail to take appropriate actions in case of an emergency, such as when a close-quarters situation forms.

- Actions to avoid collision are not taken in ample time, as the fishing vessel crews have insufficient knowledge of the navigation characteristics (such as sluggish turning response) of merchant vessels.

2.4 Communication & Navigation Equipment Issues and Associated Risks

Most fishing vessels are fitted with limited communication and navigation equipment, and some crews fail to operate this equipment properly. An example in this regard is that some fishing vessels shut down their generators when at anchor to save bunkers, and therefore, the AIS may be turned off due to insufficient power supply. This may make it difficult for merchant vessels to detect fishing vessels in a timely manner, particularly during nighttime or under restricted visibility conditions. Additionally, some fishing vessels fail to maintain a listening watch on the VHF, resulting in poor communication between merchant and fishing vessels and triggering incidents.

3. Other Contributing Factors

3.1 Environmental Factors

- Crew members' judgment and reaction capabilities are adversely impacted by seasonal severe weather such as typhoons, cold waves, and heavy fogs etc.
- Following the lifting of the summer fishing ban, a large number of fishing vessels sail out to sea. This results in an abrupt increase in maritime traffic density and leads to the creation of complex encounter situations between merchant vessels and fishing vessels.

3.2 Nighttime Impacts

- Intense operational lights on fishing vessels may prevent merchant vessel OOWs from detecting approaching fishing vessels in a timely manner, and may also significantly impair their ability to assess the risk of collisions.
- Due to circadian rhythms, night watchkeeping personnel tend to experience fatigue, which diminishes their watchkeeping concentration and emergency response capabilities.

3.3 Communication

In some cases, language barriers (e.g., differences in languages, dialects, and terminology comprehension) between merchant and fishing vessel crews may hinder effective communication and prevent the exchange of collision avoidance intentions.

Our Suggestions

1. The *Guideline for the Prevention of Collisions between Merchant Vessels and Fishing Vessels in Coastal Waters of China* (hereafter referred to as the “Guideline”, see Attachment 1) issued by the Maritime Safety Administration of the People’s Republic of China (China MSA) has provides comprehensive safety operation standards and risk prevention guidelines for merchant vessels navigating in China’s coastal waters. It is recommended that bridge teams familiarize themselves with the Guideline and adopt safe navigation practices contained therein when navigating in China’s coastal waters.
2. In 2023, China MSA identified 38 high-risk areas for merchant-fishing vessel collisions in China’s coastal waters (e.g., Bohai Bay, waters surrounding

the Zhoushan Fishing Ground, and the Pearl River Estuary, see Attachment 2 for details). Before entering these waters, merchant vessels are advised to familiarize themselves with the geographical distribution of these areas and plot those affecting their intended routes on Charts. Where conditions permit, detouring high-risk areas is a relatively prudent strategy. If navigating through such areas is unavoidable, it is imperative to maintain enhanced vigilance and navigate with caution.

3. In order to align with China MSA's requirements for the promotion, dissemination, and application of the two aforementioned documents, some regional MSAs may require ship agents to distribute the said documents to the vessels they represent and secure a signed acknowledgment from the masters (see Attachment 3) as proof of receipt of the documents.

4. Prioritize the adoption of public routes published by China MSA when planning routes along China's coastal waters.

5. Before entering China's coastal waters, ensure that:

- OOWs are fully aware of the vessel's maneuvering characteristics (e.g., turning circles, crash stop distance, etc.) and other key parameters that significantly impact navigation safety (e.g., bridge blind sectors).
- Key equipment, such as steering systems, signage appliances (whistles, navigation lights/shapes, daylight signal lamps), has undergone functional tests and is in good working order.

6. When approaching waters with dense fishing activities, prepare the engine and engage manual steering to facilitate immediate manoeuvring. Meanwhile, adopt a safe speed to allow adequate time for a full assessment of the situation and collision risks.

7. Upon entering fishing areas, the Master should comprehensively assess factors including, but not limited to, the OOW's experience, the density of fishing vessels, traffic complexity, and weather/sea conditions to determine whether additional lookout personnel are required, and whether the Master should take command personally. Additionally, the OOW shall use radars of different frequency bands to conduct long- and short-range observations, while combining visual look-out and AIS data assessment to monitor fishing vessels' movements and evaluate collision risks.

8. When a collision risk with a fishing vessel arises, execute substantial course alterations and/or speed adjustments in ample time, supplemented by sound and light signals to ensure passing clear of the fishing vessel (and its gear) at a safe distance, while avoiding creating a close-quarters situation with other merchant vessels or obstacles. If deemed necessary, contact the fishing vessel via VHF to communicate the vessel's intentions. Accident analysis demonstrates that timely and effective communication can significantly reduce the risk of collision.

9. If the propeller is accidentally entangled by fishing gear, stop the main engine immediately to prevent escalated losses.

10. A thorough understanding of fishing vessels' operational methods, radar characteristics, and key collision avoidance points is vital for implementing proper collision avoidance measures in critical situations.

11. Finally, special attention should also be given to fishing vessels not engaged in fishing, and if engaged, using gear that does not restrict their maneuverability:

(1) From the perspective of COLREGS applicability, such fishing vessels

should be categorized as “power-driven vessel” as defined by COLREGS. This implies that merchant vessels may not be obliged to assume absolute give-way duties pursuant to Rule 18 of COLREGS. Instead, they shall consider several factors such as visibility, actual encounter situations, and their own maneuvering capabilities to determine the collision avoidance responsibilities under the specific circumstances. Nevertheless, given the potential lack of safety awareness among fishing vessel crews and their limited understanding of COLREGS, merchant vessels should always consider taking proactive collision avoidance actions when necessary.

(2) Furthermore, merchant vessels must maintain a high level of vigilance regarding the unpredictability of such fishing vessels’ maneuvering. For instance, a fishing vessel may stop without any sign to deploy nets upon reaching its target fishing ground, or make abrupt course alterations (or even reverse course in some instances) to coordinate operations with other fishing vessels. These behaviors require OOWs to be familiar with fishing vessels’ operational patterns to anticipate their movements and take appropriate actions to avoid collisions.

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

Best regards,

A handwritten signature in black ink, appearing to be 'CUI Jiyu' in stylized Chinese characters.

CUI Jiyu

Head of Marine Team

Attachment 1:

GUIDELINE FOR THE PREVENTION OF COLLISION BETWEEN MERCHANT VESSELS AND FISHING VESSELS IN COASTAL WATERS OF CHINA

This guideline incorporates the International Regulations for Preventing Collisions at Sea 1972, as well as the navigation and fishing practices specific to the coastal waters of China. It also takes into account the practical experiences of shipping companies, industry associations, and maritime institutions. Following the principle of Prioritizing Safety and Emphasizing Prevention, this guideline offers recommendations to optimize navigation techniques, regulate action to avoid collision, and address emergency rescue measures for merchant vessels navigating in the coastal waters of China. Its objective is to provide guidance on collision prevention and to improve the collision risk control capabilities of both merchant and fishing vessels.

1. Navigation Techniques

Prior to voyages bound for Chinese ports or transiting through the coastal waters of China, special attention should be paid to the spatial distribution of fishing grounds in these areas before departure. It is essential to conduct a thorough collision risk assessment and carefully make voyage plans. Beware of the clusters of fishing vessels and prioritize safety above all, opting to avoid such clusters rather than taking unnecessary risks. In situations where entry into waters with high concentrations of fishing vessels is unavoidable, proper identification of fishing vessels, their lights, shapes, and nets, as well as their ongoing fishing operations, is highly recommended. Developing a collision avoidance plan in advance to safely pass clear of all fishing vessels and their nets is strongly advised.

1.1 Prior to entering areas with high concentrations of fishing vessels.

1.1.1 A navigation safety meeting should be organized to ensure that all bridge watch-keeping personnel are well-informed about the characteristics of fishing operations, safety precautions for navigating in areas with high concentrations of fishing vessels, comprehensive collision risk assessment, optimization of collision avoidance plans, information reporting and sharing, as well as emphasizing the importance of crew members adhering to these guidelines.

1.1.2 Thoroughly inspect and test navigational aids and communication equipment, including radar, ECDIS/ECS, AIS, VDR, VHF, navigation lights, Aldis light, and other sound-signaling appliances, to ensure that they are all in good working condition.

1.1.3 Conduct a thorough examination of the main engine, auxiliary engine, steering gear, windlass, and boilers to ensure that they are all in optimal working condition. Ensure that the main engine is prepared for immediate maneuvering. Test the manual

(Follow-up, Non-Follow-up), auto, and emergency steering to verify that the steering system is in good working order, ready to facilitate emergency collision avoidance actions if required.

1.1.4 Ensure appropriate bridge watchkeeping level, with a minimum of two watchstanders consistently on the bridge to fulfill their duties and responsibilities.

1.2 Navigating in or close to areas with high concentrations of fishing vessels.

1.2.1 Bridge watchstanders should at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions, comprehensively collect the navigation situation of other vessels in the vicinity, so as to make a full appraisal of the situation and of the risk of collision.

1.2.2 The auto steering should be changed to manual when entering areas with high concentrations of fishing vessels. Clearing distance of at least 1 nm should be maintained if the circumstances of the case admit. Maintain a high level of vigilance and strive to avoid close-quarters situations arising from sudden speed changes, stops and course alterations by fishing vessels to protect their nets.

1.2.3 Officer of the watch should adapt the level of watch-keeping based on the density of fishing vessels and workload, and if necessary, promptly call the master to the bridge.

1.2.4 The master should issue night orders based on the necessary safety precautions while navigating through fishing grounds during nighttime.

1.3 Matters requiring special attention.

1.3.1 When the summer fishing ban is lifted, the density of fishing vessels will normally increase to its highest. Please refer to the latest circulars issued by the Ministry of Agriculture and Rural Affairs of the People's Republic of China for detailed information on the summer fishing ban.

1.3.2 Most collisions between merchant vessels and fishing vessels occur between 2300 and 0400.

1.3.3 Some fishing vessels anchoring at night may not arrange proper watch-keeping or display proper lights or have turned on the AIS device as required.

1.3.4 AIS transmitters on fishing nets or fishing marks may interfere with AIS, radar, and ECDIS on merchant ships.

1.3.5 The radar echoes of some wooden fishing vessels are relatively weak, and could be difficult to detect by Radar in bad weather.

1.3.6 When handing over the watch, the traffic conditions of nearby merchant and fishing vessels and other navigation safety risks should be covered. Handover can only proceed after the ongoing avoiding action is completed.

2. Action to Avoid Collision

2.1 Actions to avoid collision shall be taken in ample time, be substantial, at a safe distance, and be finally past and clear.

2.2 When there is a risk of collision with fishing vessels, the latter should be called via VHF CH 16 as early as possible. If there is no response after several attempts, avoiding actions should be taken proactively, and use other sound and light signals to warn the fishing vessels.

2.3 While emergency action is needed to avoid a fishing vessel, at least 5 short and rapid flashes by Aldis light and/or at least 5 short and rapid blasts on the whistle can be used to attract the attention of the fishing vessel. In an emergency collision avoidance situation, in addition to a course alteration, reducing speed or stopping engine should be considered.

2.4 Special attention should also be paid to the movements of other merchant vessels when taking action to avoid fishing vessels, so as not to develop risk of collision with other merchant vessels, especially when they are navigating amidst a large number of fishing vessels.

2.5 In or near an area of restricted visibility, sound signals should be used as required, and lookout(s) should be posted at the bow if necessary.

2.6 In adverse weather, speed should be adjusted and the lookout should be enhanced, as fishing vessels located in the visual and radar blind sectors can be difficult to be identified.

2.7 Matters requiring special attention.

2.7.1 While engaging in verbal communication, it is important to consider potential communication barriers such as accents and language expressions. This consideration ensures that both parties involved have a clear understanding of each other's intentions.

2.7.2 If it is observed that the speed of fishing vessels is at around 3 knots, they are often engaged in fishing operations with restricted maneuverability. Proactive avoiding action should be taken accordingly.

2.7.3 Even a slight collision or contact between a merchant vessel and a fishing vessel may cause damage or even the capsizing of the fishing vessel. But it is not always easy for watchstanders on merchant vessels to notice the incident. Close attention

should be paid to ensure that no collision, wave damage, or vessel suction occurs when passing a fishing vessel at close range.

2.7.4 When fishing vessels come into close proximity with merchant vessels, they may exhibit unusual behaviors such as abrupt speed changes, course alterations, or attempting to cross ahead of merchant vessels. These actions are often driven by fishing vessels' desire to protect their nets or adhere to traditional customs. It is important for merchant vessels to be aware of these potential maneuvers and take appropriate measures to ensure the safety of both vessels involved.

2.7.5 In areas where fishing vessels are densely concentrated, officers of merchant vessels may experience challenges in detecting other merchant vessels. This difficulty arises from the interference caused by the lights present on fishing vessels and AIS transmitters attached to their nets.

3. Emergency Rescue

3.1 In situations where a collision becomes unavoidable, it is crucial to reduce the ship's speed as much as possible. Additionally, efforts should be made to avoid a collision between the bow of the merchant vessel and the side of the fishing vessel.

3.2 Following a collision, the vessel should be brought to an immediate stop. The primary focus should be on prioritizing life-saving measures and making every possible effort to rescue those in distress. It is imperative not to cease search and rescue operations or leave the scene without permission until all at risk have been safely removed from danger. This should be adhered to unless the safety of own vessel is severely compromised.

3.3 Following a collision, it is essential to promptly report the incident to the nearest competent maritime authority using all available means of communication. The report should include vital information such as the accident's location, the name of the distressed vessel, details about casualties and damages, prevailing weather and sea conditions, and any specific rescue requirements. Additionally, nearby vessels should be immediately notified to aid in the rescue efforts.

All crew members responsible for navigation watch-keeping should possess a thorough understanding of the above guidance.

Attachment 2:

Table of Relevant Information on “High-Risk Warning Zones for Merchant and Fishing Vessel Collisions” in Coastal Waters of China

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
Warning Zones in Waters North of 35°N					
1	Coastal Waters of Qinhuangdao	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Southeast of Qinhuangdao	Within the area enclosed by the four points: Point 1 (39°41'54.40"N, 119°38'20.32"E), Point 2 (39°40'07.76"N, 119°39'36.30"E), Point 3 (39°45'25.44"N, 119°51'51.78"E), Point 4 (39°47'11.94"N, 119°50'23.06"E)	128.6	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
2	Coastal Waters of Tangshan	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters East of Caofeidian	Within the area enclosed by the four points: Point 1 (38°45'34.00"N, 118°45'00.00"E), Point 2 (38°43'46.00"N, 119°07'25.00"E), Point 3 (38°50'15.00"N, 119°08'10.00"E), Point 4 (38°51'47.00"N, 118°46'05.00"E)	628.2	1. This water area is located at the eastern end of the Caofeidian Ship Routing System, a necessary route for merchant ships from Laotieshan Waterway to Caofeidian and Tianjin Port, with a large volume of merchant ships and large ship sizes.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					2. The southbound routes of fishing vessels departing from Daqinghe Weidong Fishing Port intersect with the routes of merchant ships. 3. Fishing vessels are prone to collision risks with merchant ships when mooring or fishing in this area.
3	Coastal Waters of Huanghua	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Northeast of Huanghua	Within the area enclosed by the six points: Point 1 (38°32'15.00"N, 118°30'01.00"E), Point 2 (38°29'13.00"N, 118°30'39.00"E), Point 3 (38°26'53.00"N, 118°06'00.00"E), Point 4 (38°35'41.00"N, 118°06'00.00"E), Point 5 (38°35'41.00"N, 118°08'27.00"E), Point 6 (38°30'23.00"N, 118°08'27.00"E)	398.0	1. The tracks of fishing vessels entering and exiting Nanpaihe Port intersect with the two main navigation channels of Huanghua. 2. The tracks of fishing vessels overlap with the routes of merchant ships entering and exiting Huanghua Port via Changshan Waterway and Laotieshan Waterway. 3. The dredging and mud-dumping construction vessels in Huanghua Port overlap with the fishing waters of fishing vessels, leading to potential collision risks between construction vessels and fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
4	West of Mangniu Island in Lvshun	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Lvshun Deep-Water Route	Within the area enclosed by the four points: Point 1 (39°15'25.2"N, 121°00'38.4"E), Point 2 (38°56'45.6"N, 120°57'03.0"E), Point 3 (38°57'21.6"N, 120°50'27.6"E), Point 4 (39°16'21.0"N, 120°52'25.2"E)	900.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
5	Around Sanshan Island	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in Dalian Bay and Dayaowan Waters	Within a circular area with a radius of 9 nautical miles, centered at (38°53'36.0"N, 121°53'45.6"E)	872.4	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
6	Laotieshan Waterway in Bohai Strait	High-Risk Warning Zone for Collisions Between Merchant Vessels and	Within a circular area with a radius of 6.5 nautical miles, centered at (38°35'51.4"N, 120°55'14.9"E)	455.2	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Fishing Vessels in Laotieshan Waterway			fishing vessels. 3. The east-west and north-south routes of ships in Laotieshan Waterway are prone to forming cross-encounter situations, resulting in a complex navigation environment. 4. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
7	Laotieshan Waterway in Bohai Strait	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Eastern Waters of Laotieshan Waterway	Within the area enclosed by the four points: Point 1 (38°26'00"N, 121°01'00"E), Point 2 (38°30'00"N, 121°04'00"E), Point 3 (38°27'00"N, 121°30'00"E), Point 4 (38°16'30"N, 121°24'30"E)	555.7	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters over the past decade.
8	Northern Yellow Sea	High-Risk Warning Zone for Collisions Between	Within the area enclosed by the four points: Point 1 (38°00'00"N, 120°16'00"E),	342.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Merchant Vessels and Fishing Vessels in the Western Waters of Changshan Waterway	Point 2 (38°08'30"N, 120°16'00"E), Point 3 (38°08'30"N, 120°31'00"E), Point 4 (38°00'00"N, 120°31'00"E)		2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters over the past decade.
9	Northern Yellow Sea	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Eastern Waters of Changshan Waterway	Within the area enclosed by the four points: Point 1 (37°55'18.6"N, 121°22'07.2"E), Point 2 (37°51'39.0"N, 121°21'00.0"E), Point 3 (37°55'10.8"N, 121°02'57.0"E), Point 4 (37°58'54.0"N, 121°04'13.8"E)	306.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters over the past decade.
10	North of Weihai	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters North of Weihai	Within the area enclosed by the four points: Point 1 (37°42'57.6"N, 122°14'49.8"E), Point 2 (37°37'43.2"N, 122°12'48.0"E), Point 3 (37°42'25.2"N, 121°54'32.4"E), Point 4 (37°47'39.6"N, 121°56'32.4"E)	455.8	1. The customary routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					3. The routes of merchant ships are close to the fishing port waters, and the routes of merchant ships intersect with the traffic flow of fishing vessels entering and exiting the port. 4. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
11	North of Chengshantou	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters North of Chengshantou	Within a circular area with a radius of 6.5 nautical miles, centered at (37°40'54.5"N, 122°40'41.9"E)	455.3	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
12	Southeast of Shidao	High-Risk Warning Zone for Collisions Between Merchant Vessels and	Within the area enclosed by the four points: Point 1 (36°31'57.0"N, 122°44'45.6"E), Point 2 (36°58'37.8"N, 122°44'45.6"E),	1037.6	1. The customary routes of merchant ships overlap with the fishing waters of fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Fishing Vessels in the Southeast Navigable Waters of Shidao	Point 3 (36°58'37.8"N, 122°53'51.0"E), Point 4 (36°31'57.0"N, 122°53'51.0"E)		2. It is a dense navigable area with a high density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years. 4. Fishing vessels operating in distant seas passing through this water area are prone to forming cross-encounter situations with passing merchant ships.
13	South of Weihai	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters South of Weihai	Within the area enclosed by the four points: Point 1 (36°47'06.0"N, 122°37'51.0"E), Point 2 (36°26'10.8"N, 122°15'46.8"E), Point 3 (36°36'24.0"N, 122°06'04.8"E), Point 4 (36°50'37.8"N, 122°34'29.4"E)	1231.5	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years. 4. There are many anchored ships and

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					merchant ships entering and exiting the port in the nearby waters, as well as many fishing vessels operating in the fishing port, resulting in a high collision risk between merchant ships and fishing vessels.
Warning Zones in Waters Between 35°N and 26°30'N					
14	Sheyang River Estuary	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters of Sheyang River Estuary	Within a circular area with a radius of 4.5 nautical miles, centered at (33°52'17.8"N, 120°35'26.5"E)	218.2	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
15	Offshore of Lvsi Port	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the	Within the area enclosed by the four points: Point 1 (32°07'24.6"N, 122°25'53.4"E), Point 2 (32°23'24.6"N, 122°25'53.4"E), Point 3 (32°23'24.6"N, 122°38'18.6"E),	804.6	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Waters East of Lvsi Fishing Port (Nantong)	Point 4 (32°07'24.6"N, 122°38'18.6"E)		3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
16	North of Yangtze River Estuary	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters North of Yangtze River Estuary	Within the area enclosed by the four points: Point 1 (32°13'54"N, 122°59'30"E), Point 2 (32°13'54"N, 122°55'12.8"E), Point 3 (31°38'12"N, 122°55'12.8"E), Point 4 (31°38'12"N, 122°59'30"E)	525.2	1. The north-south customary routes overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years, with accidents mainly concentrated between 122°45'E and 123°E.
17	West of Haijiao (Zhoushan)	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Route Waters West of Haijiao	Within the area enclosed by the four points: Point 1 (30°34'09.0"N, 122°58'30.6"E), Point 2 (30°48'36.0"N, 122°58'30.6"E), Point 3 (30°48'36.0"N, 123°01'52.2"E), Point 4 (30°34'09.0"N, 123°01'52.2"E)	193.6	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					occurred in the surrounding waters in recent years.
18	Zhoushan	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Near Xiaobanmen and Ningbo-Zhoushan Port	Within the area enclosed by the four points: Point 1 (29°54'15.6"N, 122°39'48.0"E), Point 2 (29°54'00.6"N, 122°37'00.0"E), Point 3 (30°20'50.4"N, 122°34'53.4"E), Point 4 (30°21'05.4"N, 122°37'40.8"E)	298.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
19	Zhoushan	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters East of Waishuijiao	Within a circular area with a radius of 5.5 nautical miles, centered at (30°09'57.2"N, 123°00'22.3"E)	325.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
20	Xiangshan (Ningbo)	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Xiangshan Section of the Outer Coastal Route of Zhejiang	Within the area enclosed by the four points: Point 1 (29°24'12.0"N, 122°33'03.6"E), Point 2 (29°03'54.0"N, 122°20'08.4"E), Point 3 (29°06'18.6"N, 122°15'06.0"E), Point 4 (29°26'29.4"N, 122°28'01.2"E)	520.0	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
21	Wenling (Taizhou)	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Wenling Section of the Western Coastal Route of Zhejiang	Within the area enclosed by the four points: Point 1 (28°15'00.0"N, 121°47'37.2"E), Point 2 (28°05'16.8"N, 121°38'07.2"E), Point 3 (28°07'06.0"N, 121°35'45.0"E), Point 4 (28°16'58.2"N, 121°45'04.8"E)	162.9	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
22	Dongtou (Wenzhou)	High-Risk Warning Zone for Collisions Between Merchant Vessels and	Within the area enclosed by the four points: Point 1 (27°48'06.6"N, 121°21'17.4"E), Point 2 (27°40'49.8"N, 121°12'31.8"E),	126.8	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Fishing Vessels in the Waters Near Dongtou	Point 3 (27°42'56.4"N, 121°10'32.4"E), Point 4 (27°50'10.2"N, 121°19'15.6"E)		fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
23	Aojiang Estuary (Wenzhou)	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Near Aojiang Estuary	Within the area enclosed by the four points: Point 1 (27°33'06.6"N, 120°51'24.0"E), Point 2 (27°25'12.0"N, 120°44'38.4"E), Point 3 (27°26'34.2"N, 120°42'45.6"E), Point 4 (27°34'27.0"N, 120°49'29.4"E)	93.2	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
Warning Zones in Waters Between 26°30'N and 12°N					
24	Southeast of Dongyin Island	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the	Within the area enclosed by the four points: Point 1 (26°12'26.1"N, 120°39'42.2"E), Point 2 (26°07'21.1"N, 120°46'48.3"E), Point 3 (25°56'36.5"N, 120°38'47.8"E),	402	The routes of merchant ships overlap with the fishing waters of fishing vessels, and the density of navigable merchant ships and fishing vessels is high. Fishing vessels adopt

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Waters Southeast of Dongyin Island	Point 4 (26°01'37.2"N, 120°31'41.2"E)		diverse operation methods, and their operation modes and movements are often difficult for merchant ships to identify effectively. This water area has a large number of foreign-flagged ships, which often fail to establish effective communication with fishing vessels, easily leading to collisions due to poor communication and uncoordinated avoidance. The merchant ships navigating in this area have large tonnage, high speed, and large inertia; if a collision accident between merchant ships and fishing vessels occurs, it is likely to cause heavy economic losses and casualties to fishing vessels. Frequent collision accidents between merchant ships and fishing vessels have occurred in this water area in recent years.
25	East of Niushan Island	High-Risk Warning Zone for Collisions Between	Within the area enclosed by the four points: Point 1 (25°14'25.2"N, 119°52'42.0"E),	187.39	1. Frequent collision accidents between merchant ships and fishing vessels have

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Merchant Vessels and Fishing Vessels in the Waters East of Niushan Island	Point 2 (25°16'04.8"N, 119°49'47.4"E), Point 3 (25°27'54.0"N, 119°58'52.2"E), Point 4 (25°26'14.4"N, 120°01'46.8"E)		occurred over the years, with the collision risk at red alert level. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels.
26	Southeast of Nanri Island	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Southeast Waters of Nanri Island	Within the area enclosed by the four points: Point 1 (25°02'40.8"N, 119°32'25.8"E), Point 2 (25°04'51.6"N, 119°30'49.2"E), Point 3 (25°12'34.2"N, 119°42'15.6"E), Point 4 (25°10'24.6"N, 119°43'50.4"E)	140.47	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in recent years.
27	Southwest of Wuqiu Islet	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Southwest of Wuqiu Islet	Within the area enclosed by the four points: Point 1 (24°53'37.3"N, 119°23'05.2"E), Point 2 (24°50'16.9"N, 119°25'36.0"E), Point 3 (24°43'42.9"N, 119°16'41.5"E), Point 4 (24°47'00.0"N, 119°14'07.3"E)	159.8	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in recent years.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
28	Xiamen Bay Entrance	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters Near Dongding at Xiamen Bay Entrance	Within the area enclosed by the four points: Point 1 (24°05'16.2"N, 118°14'26.4"E), Point 2 (24°07'18.6"N, 118°12'45.6"E), Point 3 (24°15'22.2"N, 118°23'00.0"E), Point 4 (24°13'18.0"N, 118°24'45.0"E)	130.89	1. Frequent collision accidents between merchant ships and fishing vessels have occurred over the years, with the collision risk at red alert level. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels.
29	Futou Bay Entrance	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Waters of Futou Bay Entrance	Within the area enclosed by the four points: Point 1 (23°43'19.8"N, 117°44'32.4"E), Point 2 (23°44'54.0"N, 117°43'10.8"E), Point 3 (23°53'53.4"N, 117°54'41.4"E), Point 4 (23°52'18.6"N, 117°56'04.2"E)	113.92	1. Frequent collision accidents between merchant ships and fishing vessels have occurred over the years, with the collision risk at red alert level. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels.
30	South of Biaojiao	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Biaojiao Waters (Eastern Guangdong)	Within the area enclosed by the four points: Point 1 (23°12'09.6"N, 116°54'07.2"E), Point 2 (23°04'21.0"N, 116°44'48.0"E), Point 3 (23°07'02.4"N, 116°42'13.8"E), Point 4 (23°14'52.8"N, 116°51'33.6"E)	168.5	1. The nearby waters are a busy fishing port area, where the traffic flow of merchant ships entering and exiting the port intersects with that of fishing vessels entering and exiting the port. 2. High density of merchant ships and fishing vessels. 3. Relatively frequent

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
31	Southwest of Zhelangjiao	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Zhelangjiao Waters (Eastern Guangdong)	Within the area enclosed by the four points: Point 1 (22°30'36.0"N, 115°31'49.8"E), Point 2 (22°25'45.0"N, 115°15'52.2"E), Point 3 (22°33'16.2"N, 115°13'21.0"E), Point 4 (22°38'06.6"N, 115°29'26.4"E)	490	1. The routes of merchant ships are close to the fishing port waters, and the routes of merchant ships intersect with the traffic flow of fishing vessels entering and exiting the port. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels. 3. High density of merchant ships and fishing vessels. 4. Collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
32	Dangan	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the	Within a circular area with a radius of 4 nautical miles, centered at (22°06'24.8"N, 114°12'40.3"E)	172.4	1. The traffic flow of merchant ships entering and exiting the port intersects with that of fishing vessels entering and exiting the port.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Dangan Waters (Pearl River Estuary)			2. The routes of merchant ships overlap with the fishing waters of fishing vessels. 3. High density of merchant ships and fishing vessels. 4. Collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
33	Guishan	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Guishan Waters (Pearl River Estuary)	Within a circular area with a radius of 4 nautical miles, centered at (22°08'10.0"N, 113°48'32.8"E)	172.4	1. The traffic flow of merchant ships entering and exiting the port intersects with that of fishing vessels entering and exiting the port. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels. 3. High density of merchant ships and fishing vessels. 4. Collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
34	Northern	High-Risk Warning Zone	Within a circular area with a radius of 4	172.4	1. The traffic flow of merchant ships

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
	Entrance of Northern Waterway of Qiongzhou Strait	for Collisions Between Merchant Vessels and Fishing Vessels in the Northern Entrance Waters of the Northern Waterway of Qiongzhou Strait	nautical miles, centered at (20°31'19.9"N, 110°58'04.8"E)		entering and exiting the port intersects with that of fishing vessels entering and exiting the port. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels. 3. High density of merchant ships and fishing vessels. 4. Collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
35	Eastern Entrance of Central Waterway of Qiongzhou Strait	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Eastern Entrance Waters of the Central Waterway of Qiongzhou Strait	Within the area enclosed by the four points: Point 1 (20°14'00.6"N, 111°05'04.8"E), Point 2 (20°13'59.4"N, 110°57'46.2"E), Point 3 (20°16'41.4"N, 110°57'24.6"E), Point 4 (20°19'19.2"N, 111°04'25.2"E)	107.0	1. The traffic flow of merchant ships entering and exiting the port intersects with that of fishing vessels entering and exiting the port. 2. The routes of merchant ships overlap with the fishing waters of fishing vessels. 3. High density of merchant ships and fishing vessels. 4. Collision accidents between merchant ships and fishing vessels have occurred in

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
					the surrounding waters in recent years.
36	Western Entrance of Qiongzhou Strait	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Western Entrance Waters of Qiongzhou Strait	Within a circular area with a radius of 5 nautical miles, centered at (20°08'21.8"N, 109°51'06.1"E)	269.3	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels. 3. Frequent collision accidents between merchant ships and fishing vessels have occurred in the surrounding waters in recent years.
37	Southern Section of Western Route of Weizhou Island	High-Risk Warning Zone for Collisions Between Merchant Vessels and Fishing Vessels in the Southern Section Waters of the Western Route of Weizhou Island	Within the area enclosed by the four points: Point 1 (20°37'24.0"N, 109°27'27.0"E), Point 2 (20°31'31.2"N, 109°21'32.4"E), Point 3 (20°47'22.8"N, 109°05'37.8"E), Point 4 (20°53'00.6"N, 109°11'37.2"E)	676.7	1. The routes of merchant ships overlap with the fishing waters of fishing vessels. 2. High density of merchant ships and fishing vessels; the western route of Weizhou Island is a major ship route for entering and exiting Beibu Gulf Port.
38	Southern Qinzhou Bay	High-Risk Warning Zone for Collisions Between	Within a circular area with a radius of 4 nautical miles, centered at (21°27'38.5"N,	172.4	1. The routes of merchant ships overlap with the fishing waters of fishing vessels.

No.	Location Waters	Name of Warning Zone	Scope of Warning Zone	Area (km ²)	Characteristics
		Merchant Vessels and Fishing Vessels in the Waters of Southern Qinzhou Bay	108°38'07.1"E)		2. High density of merchant ships and fishing vessels; this water section is the intersection of multiple routes in Beibu Gulf, resulting in a complex navigation environment.

Note: The coordinates in the table adopt the WGS-1984 coordinate system, and each warning zone is the area enclosed by the lines connecting its corresponding corner points.

Attachment 3

Merchant Vessel - Fishing Vessel Anti-Collision Safety Notice Card

MV _____, Greetings.

To maintain waterway traffic safety, protect the safety of people's lives and property, and effectively prevent collisions between merchant and fishing vessels, XX Maritime Safety Administration kindly reminds you of the following:

- Scientifically plan the voyage and conduct navigation safety briefings. Ensure all bridge watchkeeping personnel are aware of the operational characteristics of fishing vessels and the precautions for navigating in waters densely populated with fishing vessels.
- Thoroughly inspect and test navigation and aid-to-navigation equipment to ensure they are in proper working condition.
- Arrange watch schedules appropriately. At least two qualified watchkeeping personnel must be on the bridge at all times. The Officer of the Watch (OOV) should adjust the watch level based on the density of surrounding fishing vessels and the intensity of navigation watchkeeping. The Master should be called to the bridge immediately if necessary.
- Bridge watchkeeping personnel should maintain a proper lookout using sight, hearing, and all available means appropriate to the prevailing circumstances and conditions to fully appraise the situation and the risk of collision by comprehensively understanding the navigation status of other vessels in the surrounding waters.
- When navigating in areas densely populated with fishing vessels, switch from autopilot to manual steering. If circumstances permit, try to pass at a distance of more than 1 nautical mile, and stay vigilant to prevent urgent situations caused by fishing vessels suddenly accelerating, stopping, or turning, for example, to protect their nets.
- Adhere to the principles of "Early, Large, Wide, and Clear" for collision avoidance actions. When a risk of collision exists: Attempt to contact the fishing vessel early via VHF. If there is no response after several attempts, take proactive avoidance action while also using other audio-visual means such as whistle or lights to signal. To alert a fishing vessel requiring emergency avoidance, use a white signal light to flash at least 5 times, and/or sound at least 5 short blasts continuously. During emergency avoidance, besides using rudder actions, also consider engine maneuvers and speed reduction.

- While avoiding fishing vessels, the OOW must also pay key attention to identifying and monitoring the movements of other merchant vessels to avoid creating a collision risk with them, especially merchant vessels navigating amongst numerous fishing boats.
- In conditions of restricted visibility, sound the appropriate sound signals as required and post additional lookouts if necessary. In heavy weather, reduce speed, enhance the lookout, and be strictly vigilant as fishing vessels might be difficult to detect in visual or radar blind spots.
- If a collision is unavoidable, reduce speed as much as possible and avoid striking the fishing vessel on its side with your vessel's bow. After a collision occurs, stop the vessel immediately. Prioritize saving lives and make every effort to conduct rescue operations. Simultaneously, report the incident immediately to the nearest maritime administration authority by all available means. Before all distressed persons are safe, and unless seriously endangering your own vessel's safety, do not abandon search and rescue efforts or leave the scene without authorization.

----- (Vessel Stamp) -----

Acknowledgment of Receipt

MV ----, has received “GUIDELINE FOR THE PREVENTION OF COLLISION BETWEEN MERCHANT VESSELS AND FISHING VESSELS IN COASTAL WATERS OF CHINA” and “TABLE OF RELEVANT INFORMATION ON ‘HIGH-RISK WARNING ZONES FOR MERCHANT AND FISHING VESSEL COLLISIONS’ IN COASTAL WATERS OF CHINA”. And acknowledged the contents of the above two documents.

Signatory:

Date:

Vessel Stamp: