JAPAN P&I CLUB
日本船主責任相互保険組合

No.1338
5 December 2025

JAPAN P&I NEWS

To the Members

China－Vessel Routing System for Central Bohai Bay Waters (Effective 1 January 2026)

We have obtained the information from Oasis P&I Services Company Limited regarding the new "Vessel Routing System for the Central Waters of Bohai Bay" issued by the China MSA. For details, please refer to the attached circular.

The key points of the circular are as follows:

1. Effective Date and Background
   The new routing system will come into effect on 1 January 2026 and will remain valid for five years. The central waters of Bohai Bay serve as a critical gateway for vessels accessing major ports such as Tianjin, Huanghua, and Caofeidian. This system has been established in response to the escalating vessel traffic density and the complex intersecting traffic flows in the area.

2. Overview of the Routing System
   The routing system consists of the following four parts:
   - First Traffic Separation Scheme
   - First Precautionary Area
   - Second Traffic Separation Scheme
   - Second Precautionary Area

3. Advisory for Vessels in Routing Waters
   - Vessels are not required to report when entering or departing the area. However, reports to Tianjin VTS are required in the following situations:
     a) All emergency situations must be reported immediately.
     b) If overtaking is necessary, the vessel must report to Tianjin VTS in advance (and obtain consent from the vessel being overtaken).
     c) If crossing a traffic lane is unavoidable to avert immediate danger, the vessel must first report to Tianjin VTS.
   - Vessels shall maintain a continuous listening watch on VHF Channels 09 and 16.
   - Anchoring is prohibited within precautionary areas, traffic lanes, and the waters adjacent to their boundaries.
   - Vessels must navigate with particular caution, especially in the Second Precautionary Area, which is located within the No.5 high collision risk area published by Tianjin MSA.

Yours faithfully,

The Japan Ship Owners' Mutual Protection & Indemnity Association

Attachment: Oasis Circular No. 2509

24 hour duty phone: +86 150 1080 6478
email: oasis@oasispandi.com
www.oasispandi.com
Shanghai Dalian Tianjin Beijing Qingdao
Guangzhou Xiamen Ningbo Hongkong

Date: 1 Dec 2025

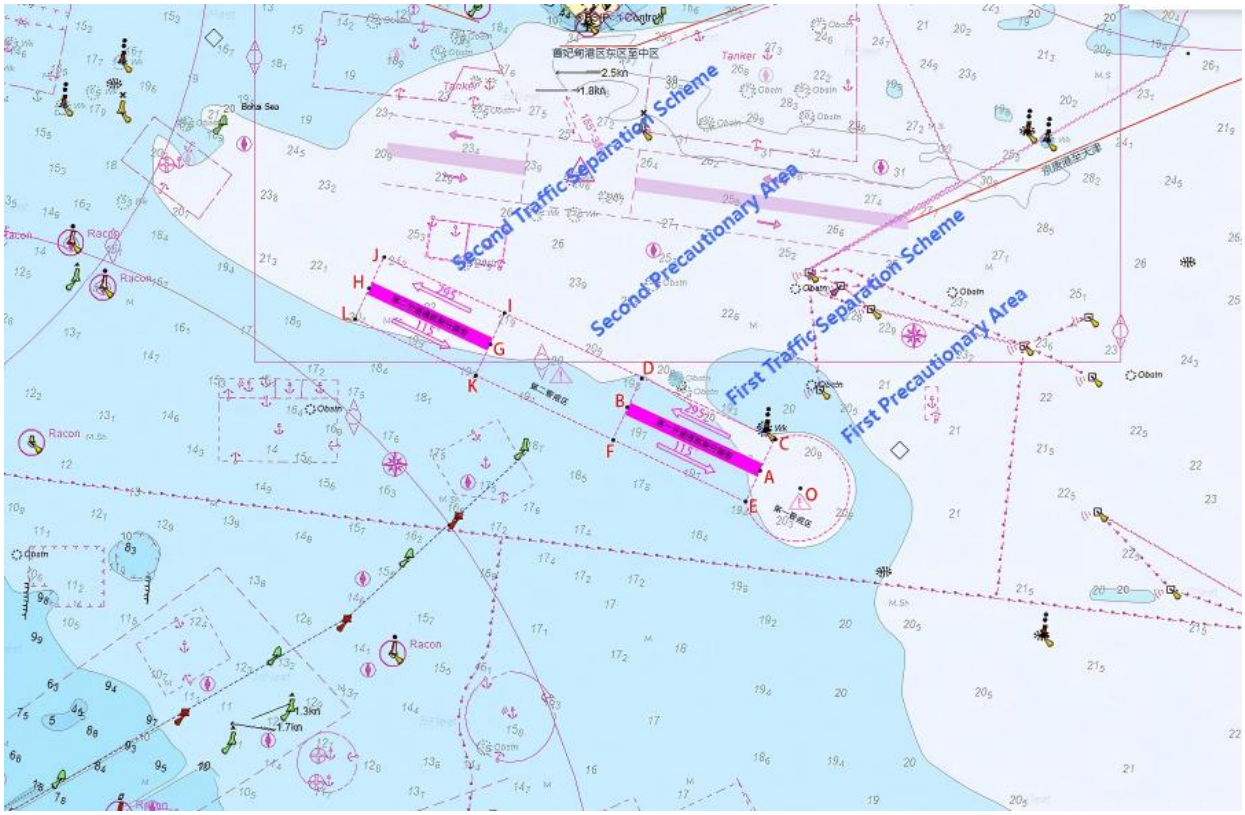
Oasis Circular No.: 2509

Subject: Vessel Routing System for Central Bohai Bay Waters to Enter into Force on 1 January 2026

The central waters of Bohai Bay serve as a critical gateway for vessels accessing the major ports of Tianjin, Huanghua, and Caofeidian, characterized by complex and intersecting traffic flows. In response to the escalating vessel traffic density, the China MSA promulgated the "Vessel Routing System for the Central Waters of Bohai Bay" on November 25, 2025. The new system is scheduled to take effect on January 1, 2026, for a period of five years.

Scope of the Routing System

The routing system consists of the First Traffic Separation Scheme, the First Precautionary Area, the Second Traffic Separation Scheme, and the Second Precautionary Area.



I. First Traffic Separation Scheme

The First Traffic Separation Scheme consists of a separation zone and traffic lanes.

Separation Zone: A zone bounded by a line connecting the following geographical positions, 5.3 nautical miles in length and 0.5 nautical miles in width, centred on the following line:

A: 38° 39'02.102"N / 118° 38'19.806"E
B: 38° 41'16.693"N / 118° 32'11.751"E

Traffic Lanes:

(1) The northern boundary of the traffic lanes is a line connecting the following geographical positions:

C: 38° 40'10.498"N / 118° 39'00.476"E
D: 38° 42'25.074"N / 118° 32'52.494"E

(2) The southern boundary of the traffic lanes is a line connecting the following geographical positions:

E: 38° 37'53.688"N / 118° 37'39.136"E
F: 38° 40'08.356"N / 118° 31'31.099"E

(3) Westbound Traffic Lane: The area between the separation zone and the northern boundary of the traffic separation scheme. It is 5.3 nautical miles long and 1 nautical mile wide. The recommended direction of traffic flow is 295° (true bearing).

(4) Eastbound Traffic Lane: The area between the separation zone and the southern boundary of the traffic separation scheme. It is 5.3 nautical miles long and 1 nautical mile wide. The recommended direction of traffic flow is 115° (true bearing).

II. First Precautionary Area

The First Precautionary Area is the waters bounded by the arc of a circle with a radius of 1.925 nautical miles, centered on point O (38° 38'25.091"N / 118° 40'00.974"E), and the lines sequentially connecting the following points:

C: 38° 40'10.498"N / 118° 39'00.476"E
A: 38° 39'02.102"N / 118° 38'19.806"E
E: 38° 37'53.688"N / 118° 37'39.136"E

III. Second Traffic Separation Scheme

The Second Traffic Separation Scheme consists of a separation zone and traffic lanes.

Separation Zone: A zone bounded by a line connecting the following geographical positions, 4.85 nautical miles in length and 0.5 nautical miles in width, centred on the following line:

G: 38° 43'35.810"N / 118° 25'50.500"E
H: 38° 45'38.812"N / 118° 20'13.562"E

Traffic Lanes

(1) The northern boundary of the traffic lanes is a line connecting the following geographical positions:

I: 38° 44'44.197"N / 118° 26'31.185"E
J: 38° 46'47.201"N / 118° 20'54.232"E

(2) The southern boundary of the traffic lanes is a line connecting the following geographical positions:

K: 38° 42'27.533"N / 118° 25'09.845"E
L: 38° 44'30.603"N / 118° 19'32.892"E

(3) Westbound Traffic Lane: The area between the separation zone and the northern boundary of the traffic separation scheme. It is 4.85 nautical miles long and 1 nautical mile wide. The recommended direction of traffic flow is 295° (true bearing).

(5) Eastbound Traffic Lane: The area between the separation zone and the southern boundary of the traffic separation scheme. It is 4.85 nautical miles long and 1 nautical mile wide. The recommended direction of traffic flow is 115° (true bearing).

IV. Second Precautionary Area

The Second Precautionary Area is the waters bounded by the lines sequentially connecting the following geographical positions:

I: 38° 44'44.197"N / 118° 26'31.185"E
D: 38° 42'25.074"N / 118° 32'52.494"E
F: 38° 40'08.356"N / 118° 31'31.099"E
K: 38° 42'27.533"N / 118° 25'09.845"E

The Second Precautionary Area is rectangular in shape, 5.48 nautical miles long and 2.5 nautical miles wide.

Advisory for Vessels in Routing Waters

1. Vessels using this routing system are not mandatory to report when entering or departing the area. However, all emergency situations must be reported to Tianjin VTS.

2. Fully comply with relevant provisions of COLREGS 1972, ensure there is proper and sufficient lookout, keep a safe speed and take early avoidance actions.

3. Vessels shall maintain a continuous listening watch on VHF Channels 09 and 16.

4. Vessels shall avoid crossing traffic lanes as far as possible. If crossing is unavoidable to avert an immediate danger, they must first report to Tianjin VTS and announce their intentions to surrounding vessels. Crossing is permitted only after confirming that no vessels proceeding along the traffic lane are in close proximity.

5. When joining or leaving a traffic lane from the side, vessels shall do so at as small an angle as practicable to the general direction of traffic flow.

6. If overtaking is necessary, the overtaking vessel must obtain consent from the vessel to be overtaken and report to Tianjin VTS in advance. The maneuver shall not create a close-quarters situation with other vessels.

7. Anchoring is prohibited within precautionary areas, traffic lanes, and the waters adjacent to their boundaries.

8. Vessels must navigate with particular caution and apply good seamanship when operating within, entering, or departing a precautionary area.

9. The Second Precautionary Area is located within the No. 5 high collision risk area published by Tianjin MSA (see attached). Vessels must pay special attention when passing through this area.

We hope the above will be of assistance. If there is any query, please feel free to contact us at oasis@oasispandi.com at any time.

Best regards,

Oasis P&I Services Company Limited

Attachment:

1. *List of the 8 high collision risk areas in Tianjin Waters published by Tianjin MSA on 07 November 2025*
2. *Illustration of the 8 high collision risk areas in Tianjin Waters*

Attachment: 1

List of the 8 high collision risk areas in Tianjin Waters

No.	Location	Name	Scope	Area (km^2)	Risk Description
1	Northwestern Bohai Bay (Waters East of Tianjin Port No. 2 Anchorage)	High Collision Risk Area in Waters East of No. 2 Anchorage	An area connected by the five coordinates below: A: 38°57'53.59"N / 118°07'03.96"E B: 38°56'56.34"N / 118°12'51.36"E C: 38°53'42.36"N / 118°12'03.60"E D: 38°53'18.68"N / 118°11'46.00"E E: 38°56'01.77"N / 118°06'34.99"E	45.00	High traffic density of merchant and fishing vessels. Merchant vessels entering/leaving Tianjin Port No. 2 Anchorage are prone to crossing situations with fishing vessels navigating/operating in this area.
2	Northwestern Bohai Bay (Southeastern Waters of Tianjin Port South Anchorage)	High Collision Risk Area in Southeastern Waters of South Anchorage	An area connected by the four coordinates below: A: 38°54'29.57"N / 118°06'10.28"E B: 38°52'03.71"N / 118°10'33.53"E C: 38°48'05.90"N / 118°06'43.03"E D: 38°49'15.51"N / 118°04'38.90"E	52.63	High traffic density of merchant and fishing vessels. Merchant vessels entering/leaving Tianjin Port South Anchorage are prone to crossing situations with fishing vessels navigating/operating in this area.
3	Northwestern Bohai Bay (Southern Waters of Tianjin Port South Anchorage)	High Collision Risk Area in Southern Waters of South Anchorage	An area connected by the four coordinates below: A: 38°53'59.37"N / 117°56'55.71"E B: 38°52'33.75"N / 118°05'27.88"E C: 38°50'09.11"N / 118°03'03.00"E D: 38°53'37.76"N / 117°56'51.72"E	35.44	High traffic density of merchant and fishing vessels. Merchant vessels entering/leaving Tianjin Port South Anchorage, Chemical Anchorage, or crossing the Dagu Fairway are prone to crossing situations with fishing vessels navigating/operating in this area.

4	Central-Western Bohai Bay (Dagukou Port Area, Tianjin Port)	High Collision Risk Area near the Eastern End of the Dagu Sha Fairway	An area within a circle of a radius of 1 nautical miles with its center at: 38°49'05.83"N / 118°03'38.66"E	10.80	1. High traffic density of merchant and fishing vessels. 2. Fishing vessels entering/leaving Donggu Fishing Port and vessels entering/leaving the Dagukou Port Area are prone to crossing situations.
5	Central Bohai Bay (Within the Second Precautionary Area of the Central Bohai Bay Vessel Routing System)	High Collision Risk Area in the Second Precautionary Area of the Central Bohai Bay Vessel Routing System	An area connected by the four coordinates below: A: 38°46'24.41"N / 118°27'31.87"E B: 38°45'33.62"N / 118°34'42.85"E C: 38°40'08.36"N / 118°31'31.10"E D: 38°42'27.53"N / 118°25'09.85"E	97.00	1. The area constitutes the extension of the Changshan Waterway-Tianjin common route towards Tianjin Port, serving as the customary route for vessels using the Central Bohai Bay Vessel Routing System to enter/leave Tianjin Port, Caofeidian Port, and Huanghua Port. It experiences frequent merchant vessel traffic with intersecting routes. 2. Large bulk carriers entering/leaving Huanghua Port typically transit through this Second Precautionary Area to access/depart the Huanghua Port fairway. 3. The area is a customary fishing ground, densely populated with fishing vessels and fishnet marker buoys, resulting in a complex navigational environment. 4. The area has experienced multiple merchant-fishing vessel collisions, including one accident in 2018.

6	Central-Western Bohai Sea (Waters where routes from Changshan Waterway to Western Bohai converge)	High Collision Risk Area in the Waters where Routes from Changshan Waterway to Western Bohai Converge	An area connected by the four coordinates below: A: 38°35'22.00"N / 118°55'22.00"E B: 38°32'20.00"N / 119°06'42.00"E C: 38°30'30.00"N / 119°06'42.00"E D: 38°30'30.00"N / 118°56'32.00"E	95.49	1. High traffic density of merchant and fishing vessels; this area is habitually used by fishing vessels for operations and transiting. 2. Customary merchant vessel routes overlap with fishing grounds.
7	Central-Western Bohai Sea (Waters where routes from Laotieshan Waterway, Changshan Waterway, and Liaodong Bay to Western Bohai converge)	High Collision Risk Area in the Waters where Routes from Laotieshan Waterway, Changshan Waterway, and Liaodong Bay to Western Bohai Converge	An area connected by the three coordinates below: A: 38°53'13.74"N / 119°22'41.34"E B: 38°40'28.03"N / 119°38'28.00"E C: 38°44'28.20"N / 118°55'27.32"E	649.57	1. The area features intensively intersecting customary public merchant vessel routes and is located at the convergence of multiple such routes: Laotieshan Waterway–Tianjin/Caofeidian, Changshan Waterway–Jingtang, Qinhuangdao–Tianjin, and Northern Bohai–Tianjin. 2. The area is a customary fishing ground, densely populated with fishing vessels and fishnet marker buoys, resulting in a complex navigational environment. 3. The area experiences frequent merchant-fishing vessel collisions, with 6

8	Central-Eastern Bohai Sea (Waters where routes from Laotieshan Waterway to Western Bohai converge)	High Collision Risk Area in the Waters where Routes from Laotieshan Waterway to Western Bohai Converge	An area connected by the four coordinates below: A: 38°43'06.87"N / 120°06'51.16"E B: 38°36'29.57"N / 120°08'20.15"E C: 38°36'19.39"N / 120°18'20.21"E D: 38°42'11.68"N / 120°16'49.37"E	165.22	1. The area serves as the customary navigation waters for large vessels transiting via Laotieshan Waterway to enter/leave various ports in the western Bohai Sea, located approximately 21 nautical miles west of the Laotieshan Waterway Western Precautionary Area. 2. The area is a customary fishing ground, densely populated with fishing vessels and fishnet marker buoys, resulting in a complex navigational environment. 3. The area has experienced multiple merchant-fishing vessel collisions, with 2 such accidents occurring between 2022 and 2025.

Attachment: 2

Illustration of the 8 high collision risk areas in Tianjin Waters